

# The Hongkong Telegraph

WEATHER FORECAST.  
FAIR.

(ESTABLISHED 1881.)

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May 2nd, 1912, Temperature a.m. 74, p.m. 70; Humidity...96, 80.

May 2nd, 1912, Temperature a.m. 77, p.m. 77; Humidity...92, 83.

No. 8776

庚子年三月十七日

FRIDAY, MAY 3, 1912.

五拜禮 號三月五英港香

\$36 PER ANNUM.  
SINGAPORE CORN 10, CANTON

## TELEGRAMS.

### HOME RACING.

#### ONE THOUSAND GUINEAS.

Router's  
(Service to the "Telegraph.")

London, May 2, 4.55 p.m.  
Received May 3, 8 a.m.

The probable starters and jockeys in the One Thousand Guineas (A classic, run at Newmarket; one mile) are:—Lolotte (Earl), Sourabaya (Walter Griggs), Gay Luron (Clark), Siloia (Martin) Belle Isle (H. Jones), Signorinetta (Brown), Polkerris (F. Wooton), Entosian (Higge), Miss Spearmint (F. Tompkinson), The Tytt (Rickaby), Bill and Coo (Winton), Charminon (Maher), Fair Relative (Fitz), Alopo (Carlslake), Mountain Mint (Ringstead).

### VEDRINES IMPROVING.

Bombay, May 3, 7.15 a.m.  
Received 12 a.m.

M. Vedrines, the French aviator, who fell while making a flight from Paris to Brussels and Madrid recently, has now a chance of recovery. There are intervals of consciousness.

### P. & O. SHARES.

#### A DROP.

London, May 2, 5.40 p.m.  
Received 3, 10.15 a.m.

P. and O. shares have fallen from £105 to £340 on the Company's statement disposing of amalgamation and other rumours.

### U. S. PRESIDENCY.

#### ROOSEVELT MAGNANIMOUS.

London, May 2, 2.10 p.m.

A message from Oyster Bay says that Mr. Roosevelt has renounced his claim to the votes of eight Massachusetts delegates at large. He has telegraphed them instructing them to vote for Mr. Taft, who has secured eighteen regular delegates, but failed to secure the delegates at large, because nine thousand votes at Boston were invalided through a technicality.

### PORTUGAL'S NAVY.

London, May 2, 11.15 a.m.

A Lisbon message states that the Minister of Marine has introduced Bill fixing the naval force at 4,500, distributed among five cruisers, fourteen gunboats and a

## TELEGRAMS.

### TRIPOLI WAR.

#### TUG BLOWN UP.

Router's  
(Service to the "Telegraph.")

Bombay, May 3, 7.15 a.m.  
Received, 12 a.m.

Router's Constantinople correspondent states that a tug while inspecting buoys in the Dardanelles fouled a mine and was blown to atoms. Four officers, twelve soldiers and the crew were drowned.

The disaster has created a profound impression and subscriptions have been opened for the families of the victims.

#### "TEXAS" LOSS EXPLAINED.

The Valt of Smyrna reports that the battery fired on the local steamer Texas warning her that she was deviating from her course. The vessel did not heed the warning and consequently seven shells were fired. These dropped around the Texas, which then struck a mine and sank in two minutes. The military commander says that 69 were drowned and 25 injured.

### THE DARDANELLES.

London, May 2, 2.10 p.m.

A message from Constantinople states that the Cabinet has decided to reopen the Dardanelles, reserving the right to re-close them in case of necessity.

### JAPANESE IN MEXICO.

#### TAFT'S ASSURANCE.

London, May 2, 1 p.m.

A telegram from Washington states that President Taft has informed the Senate that the State Department has no evidence whatever showing that there has been acquisition of land, or the intention to acquire such either directly or indirectly, in Mexico on the part of Japan.

Accompanying President Taft's message is one from Secretary Knox, who attributed the rumours of Japanese activity in Magdalena Bay to the unsuccessful efforts of an American syndicate to dispose of a concession there to a Japanese syndicate.

## TELEGRAMS.

### EAST AFRICA.

#### IMPROVING GOVERNMENT PAY.

Router's  
(Service to the "Telegraph.")

London May 2, 5.40 p.m.  
Received 3, 10.15 a.m.

In the House of Commons, Mr. Harcourt, Secretary of State for the Colonies, announced that it had been found possible to improve the pay in certain Departments in East Africa, including the Administrative Staff, on the estimates for the current year. He was unable to give details as there were some matters outstanding.

### OSBORNE JUDGMENT.

#### TO BE REVERSED.

London, May 2, 5.40 p.m.  
Received 3, 10.15 a.m.

Mr. Asquith has announced that a Bill reversing the Osborne judgment will be introduced before Parliament, and inferior men would come in and the status of the Assembly be lowered.

### DEVELOPING NYASALAND.

London, May 2, 4.5 p.m.

Commencing with the 8th of June on the 16th inst., the Union Castle Company's East African steamers will call at Porto Amelia.

It is hoped that this step will assist in the development of Nyasaland.

### BRITISH NAVY.

#### RE-ORGANISING FLEETS.

London, May 2, 2.10 p.m.

The Admiralty have announced a further important step in the re-organisation of the fleet. When the changes are completed in six months, the battle squadrons will be homogeneous. The first and second will consist of Dreadnoughts and vessels of the Lord Nelson type. The third will consist of King Edwards. The Mediterranean squadron will be based at Gibraltar and will be renamed the fourth squadron, consisting of vessels of the Duncan type. All four will be in full commission, and will form the first fleet.

The fifth, hitherto known as the third division, will consist of eight Formidables, and the seventh, styled the third fleet, will comprise eight Majesties. It is considered unnecessary to complete the sixth or form an eighth squadron at present.

## TELEGRAMS.

### HOME RULE DEBATE.

#### AN INCONSISTENT BILL.

Router's  
(Service to the "Telegraph.")

Bombay, May 3, 9.10 a.m.  
Received, 2.15 p.m.

On the resumption of the Home

Rule debate in the House of Commons, Mr. Balfour said the restrictions of the Bill, though

necessary, were absolutely inconsistent with the contention that the Bill gave Irishmen the opportunity of developing their

own affairs on their own lines. Dual control of Irish affairs was

written large all over the Bill, and such control would never

give protection to the minority or enable Irishmen to get the advantages they at present get from

connection with the United Kingdom. Moreover, it would

prevent Irishmen of public spirit and wide views from entering the Irish Parliament, and inferior

men would come in and the status of the Assembly be lowered.

The Bill, said Mr. Balfour, threatened to destroy the House of Commons and did not give Irishmen an Assembly which

they could regard with pride, affection or respect. He concluded by asking a series of questions which were designed to show that

the Bill was opposed to all principles whereon history had shown that a Federal system could be

built up, and that the Government were pursuing a precisely opposite course.

### JAPANESE SEAMEN'S WAGES.

(Independent News Agency.)

Tokyo, May 3.

The Nippon Yusen Kaisha and other shipping Companies have increased the wages of their seamen in consequence of the demands which gave rise to the recent strike.

### RUSSIA AND TIBET.

London, May 2, 1 p.m.

A St. Petersburg message states that Boris Dvorjoff, the Dalai Lama's agent, has arrived.

### MORE RUSSIAN STRIKERS.

London, May 2, 11.15 a.m.

The St. Petersburg correspondent states that 64,000 men have struck as a protest in connection with the Lena troubles.

## TELEGRAMS.

### CHINA IN TRANSITION.

#### PEKING ELECTION.

(Our Own Correspondent.)

Shanghai, May 2.

Yesterday the election of the President and the Vice-President of the Advisory Council at Peking took place. Ng King-ling was elected President and Tang Fung-lung Vice-President.

#### DISPOSAL OF THE ARMY.

General Tuan Ki-sui has suggested to President Yuan the stationing of a division of troops in each province of the Republic.

#### THE CIVIL SERVICE LIST.

Tung Shao-yi has drawn up a list of salaries for civil servants in which handsome emoluments are granted on condition that no other work is done by the officials.

### A MEDDLESOME GOVERNOR.

The Governor-Generals of Kirin and Heilongkiang have jointly begged the President to curtail the power of the Governor-General of the Three Eastern Provinces. They suggest that his sphere of influence should be confined to his own district alone.

#### CHU IS SHOT.

Chu Tui-han, President of the "Great Justifiable Society," was recently arrested by some Cantonese troops and after being charged with incitement to mutiny was shot.—"Shui Po."

#### A RESIGNATION.

Peking, May 2.

General Fung Kwok-cheung has resigned and recommended the appointment of General Hsu Sin-ching as his successor.

#### NEW APPOINTMENTS.

The following provincial appointments for Sochow have been approved by the President:—Ng Ka-wa as Commissioner for the Interior, Wong Ching-muk, commissioner for finance, and Chin Yuen as commissioner of law.

#### TROUBLE IN ILL.

Wu Wa-tak, the former Chinese Minister at St. Petersburg, has received a telegram from Germany to the effect that the Russian Government has sent an expedition into Ili. Telegraphic communications between Peking and Ili have been interrupted

while the Russians are reported to have re-occupied the transmission of messages from Ili via Russia.

At present the only means of communicating with Ili is through the Indian telegraphic service and no replies have as yet been received by the authorities in Peking to the message of enquiry that they sent by that route.—"Sai Kai Kung Yik Po."

## TELEGRAMS.

### TITANIC DISASTER.

#### BRITISH INQUIRY OPENED.

Router's  
(Service to the "Telegraph.")

London, May 2, 4.5 p.m.

The British Court of Inquiry into the Titanic disaster was opened to-day in the London Scottish Volunteer Drill Hall, Westminster. Lord Morsey presided.

Sixty counsel were present, many being most eminent members of the Bar, including Sir Rufus Isaacs and Sir J. Simon, for the Board of Trade; and Sir R. Finlay, who represented the White Star Company.

Lord Morsey expressed sympathy with the relatives of those lost, and admiration at the fact that the best traditions of the sea had been maintained.

#### SCOPE OF INQUIRY.

Sir Rufus Isaacs outlined the course of the inquiry. He said it would be full and complete, but no officers' certificates were needed as those responsible had all succumbed.

The inquiry was adjourned.

### CANTON NEWS.

(The "Telegraph" Correspondent.)

Canton, May 2.

Last night at the fort of Kiu Tau-shan three officials charged with corruption were executed by the authorities. The first one was Wong Sai-chung who was at one time acting in the capacity of Commander-in-chief of the revolutionary soldiers. He was tried before a court martial on charges on misappropriation of military funds, of the illicit purchase of arms, and of demanding more money than the needs of his force justified. The next was Heung Yik-yuen, Director of the Arsenal, who was found guilty of stealing and selling arms belonging to the revolutionary government without the permission of the Governor-General and the third was Wong Chik-man, vice-commander of the Wai Yuen forts who was implicated in the revolt of Wong Wo-shun. It is said that when Wong Sai-chung knew his fate he tried to buy his life by offering to repay to the Government the sum of 100,000 but without effect.

Wu Han-man, the new Governor-General, is returning his attention to the adjustment of financial affairs in Canton. He has had Tam Kan-ye, Chief Accountant of the Finance Department, arrested and detained him on charge of embezzlement and the making of false entries in the accounts.

Canton's Law Society. Yesterday about sixty members of the Law Union met together to elect a president and vice-president, and Wong Yu and Ho Shun-lai were elected to the two offices respectively.

Smuggling of Arms. The Commissioner of Customs in Canton has reported to the Governor-General that smuggling of arms is very prevalent in the province by passengers on the steamers which ply between Hongkong and Canton. The other day a woman was found on the s.s. "Wing On" having in her possession a six chambered revolver and a quantity of ammunition. The Commissioner suggests that in future passengers brought smuggling should be handed over to the police department for punishment. The suggestion is to be carried out.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

As a consequence of the denial of amalgamation rumours P. and O. shares have fallen from £405 to £340.

At the opening of the British Court of Inquiry into the Titanic disaster, Sir Rufus Isaacs said that no officers' certificates would be involved as those responsible had all succumbed.

The Government is to introduce a Bill before Parliament reversing the famous Osborne judgment.

The pay in certain Departments in British East Africa is to be substantially increased.

The Dardanelles are to be reopened, but the Turkish Government reserves the right to again close the straits in case of necessity.

Important reorganization changes affecting the composition of the various British naval squadrons have been announced by the Admiralty.

President Taft has announced that the State Department has no knowledge of any intention on the part of Japan to acquire land in Mexico.

A Turkish tug while inspecting buoys in the Dardanelles struck a mine and was blown to atoms, four officers and a number of soldiers, as well as the crew, being drowned.

The famous French aviator Vedrines, who recently met with an accident while flying, now shows signs of possible recovery.

During the Home Rule debate, Mr. Balfour subjected the Government Bill to joined criticism, showing that the restrictions of the measure were inconsistent with the contention that it gave Irishmen an opportunity of developing their own affairs in their own way.

Mr. Roosevelt has renounced his claim to the votes of eight Massachusetts delegates-at-large and instructed them to vote for President Taft.

It is hoped that the decision of the Union Castle Line whereby the Company's East African steamers will call at Porto Amelia will assist in developing Nyasaland.

From Chinese sources it is reported that Russia has dispatched an expedition into Ili.

### LOCAL.

People in the neighbourhood of Wilmar Street and Salt Fish Lane were greatly startled last night by an explosion in the Street. The cause is unknown.

In consequence of a false alarm that the police were about to enter a gambling den, a rush was made for the exits. One man fell forty feet to the street and was killed.

Three rickshaw coolies were charged at the Police Court to-day with refusing to accept hire. There was a doubt as to whether they were discharged or not, and they were discharged. The other was fined \$2.

Yesterday evening an interesting presentation was made to the Rev. F. T. Johnson, M.A., chaplain of the Cathedral, who is leaving the Colony on May 4.

As Mr. A. H. Nicholson, superintendent engineer of the Gas Corporation, Dock was about to descend into the dock to survey the s.s. Saang Dee, which is being repaired, he slipped and fell to the bottom of the dock. Fortunately he was not seriously injured.

### GENERAL.

Our Swallow Correspondent says it is rumoured that Lim has been paid part of his going-away money but that he has not gone away.

At a dinner in America, which was held in honor of the late Mr. Lim, a speech was made by Mr. Lim's friend, Mr. Lim, who said that he was not going away, but that he was staying in America.

## Shipping

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## STEAMERS.

MONGOLIA.....	27,000	"	"	May 21	1 P.M.
KOREA.....	18,000	"	"	June 18	"

## INTERMEDIATE.

NILE.....	11,000	"	"	May 14	"
PERNSIA.....	9,000	"	"	June 11	"
CHINA.....	10,200	"	"	July 9	"

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Hongkong, 24th April, 1912.

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## EASTWARD.

The S.S. "FAZILKA," 4,152 tons, Captain W. H. Whittingham, will be despatched for YOKOHAMA and KOBE on the 8th May, at Noon, taking Cargo and Passengers at current rates, to be followed by S.S. "WARDHA" 3,976 tons, Capt. E. W. Peak.

## WESTWARD.

The S.S. "FULTALA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 10th May, at noon, followed by the S.S. "FAZILKA" on 23rd May, taking cargo and passengers at current rates. The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences. For Freight or Passage, apply to

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Telephone No. 215,  
Hongkong, 2nd May, 1912

## Notices

## PEAK TRAMWAY CO. LIMITED.

## TIME TABLE.

**WEEK DAYS.**  
7.00 a.m. to 8.00 a.m. Every 15 min.  
8.00 a.m. to 10.00 a.m. " 10 min.  
10.00 a.m. to 11.00 a.m. " 15 min.  
11.30 a.m. to 12.45 p.m. " 15 min.  
12.45 p.m. to 1.15 p.m. " 10 min.  
1.15 p.m. to 1.45 p.m. " 15 min.  
1.45 p.m. to 2.15 p.m. " 10 min.  
2.15 p.m. to 3.00 p.m. " 15 min.  
3.00 p.m. to 3.10 p.m. " 10 min.

## NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.20 p.m. every 15 minutes.

## SUNDAYS.

7.30 a.m.  
8.00 a.m. to 10.30 a.m. every 15 min.  
10.30 a.m. to 11.00 a.m. " 10 min.  
11.45 a.m. to 12.00 noon " 15 min.  
12.00 noon to 1.00 p.m. " 10 min.  
1.00 p.m. to 3.00 p.m. " 15 min.  
3.00 p.m. to 6.00 p.m. " 15 min.  
6.00 p.m. to 7.00 p.m. " 15 min.  
7.00 p.m. to 8.10 p.m. " 10 min.

## NIGHT CARS on Week Days.

## SATURDAYS.

Extra Cars at 11.45 p.m.

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JOHN D. HUMPHREYS & SON  
General Managers.  
Hongkong, 3rd Nov., 1911

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Per Pint Tin..... 50 cents.

Per Gallon Tin..... \$2.00

## VICTORIA DISPENSARY.

Hongkong, 18th April, 1912. [129]

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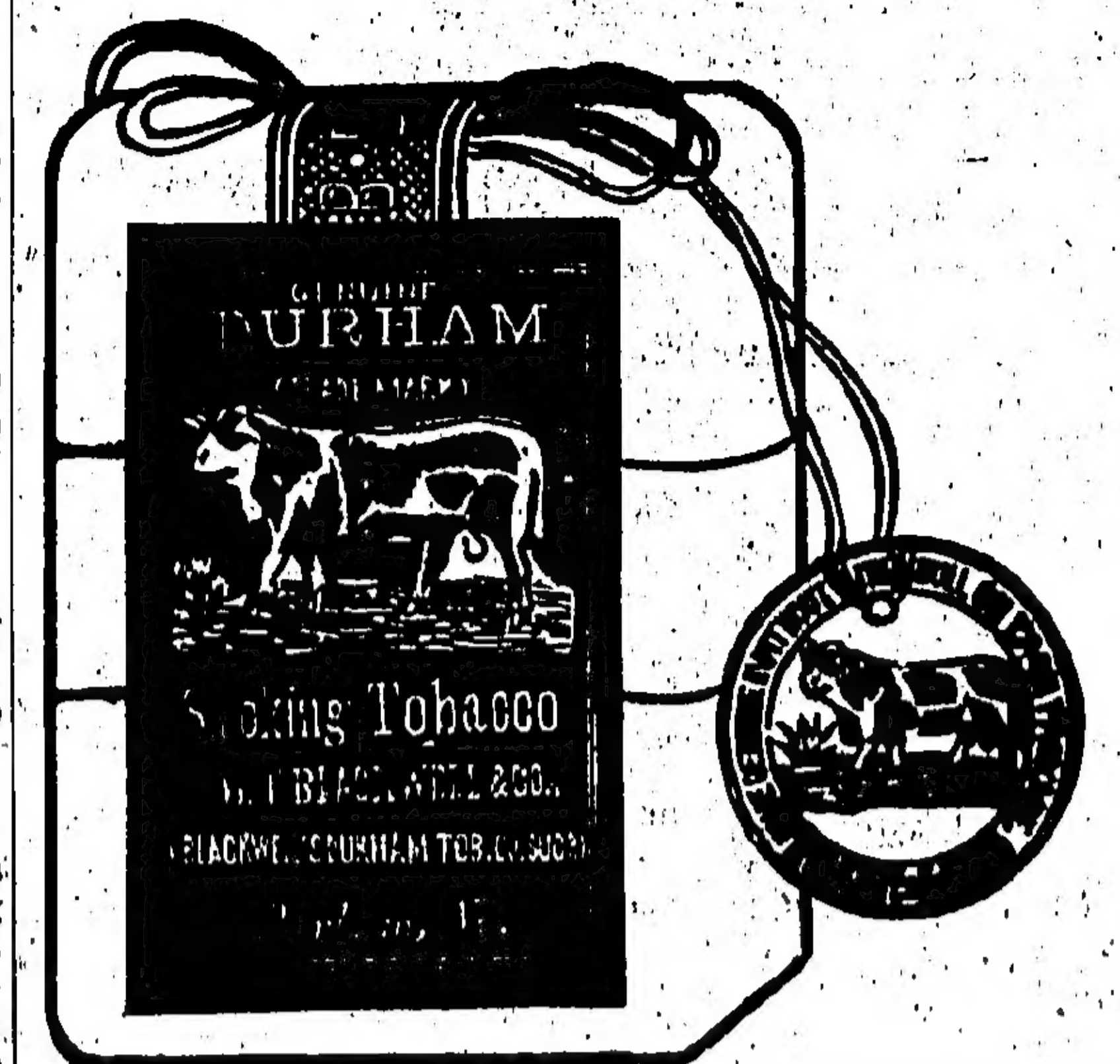
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## Notices

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Agents,  
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Hongkong, 23rd September, 1911. [42]

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Hongkong, 10th April 1912 290

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Hongkong, 29th April, 1912. 340

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Hongkong, 1st May, 1912. [65]

## Notices

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Hongkong, 26th June, 1912

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The last word in Magic.

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HAVE YOU SEEN RAYMOND?

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Hongkong, 26th April, 1912. [11]

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Hongkong, 27th April 1912 [7]

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Hongkong, 2nd May, 1912. [5]

OUR  
CONTEMPORARIES.

## WHAT THEY THINK.

## China Mail.

## Stands China Where She Did?

Fully six months have now passed since the first shots were fired at Wuchang, which gave rise to the terrible upheaval culminating in the downfall of the Manchu dynasty. Every step of the conflict was watched with interest throughout the world, and scarcely an effort was made by any country to indicate otherwise than that its sympathies were entirely with the Revolutionaries, who were believed to be engaged in a death-struggle with an alien race that had oppressed them for centuries. As all the world knows, victory was with the Chinese, as it could not very well have been otherwise, backed as they were by a people determined to oust their oppressors and advance towards the wholesale adoption of Western ideals. Such, at least, was the belief naturally entertained by most people who watched the conflict. The day of fighting is over and the question now being asked is, "What do the Chinese intend to do now that power is unquestionably in their hands?" Since the beginning of the year, they have been practically in supreme power, but it must be admitted, even by those most favourably disposed towards the new regime, that their dilatoriness in attempting to bring about a satisfactory settlement is more in keeping with the ways of the moribund Manchus than of those associated with a young and vigorous Republic.

## Daily Press.

## The Opium Agreement.

Mr. Thwing, pointing to the value of the trade in imported opium last year, as stated in the extract quoted above, says:—"This was one result of the New Opium Agreement arranged by the Manchu Dynasty, which, as the last report of the British Anti-Opium Society in London remarked, was more favourable to the opium traders than to the people of China. Can such a condition continue under the republic of China? Not is the reply of the republican officials and the people alike." It is hard to understand how even the most fanatical opponent of the opium habit can view the new Agreement as a bargain unfair to China, since it provides for the complete extinction of the Indian import trade within the next five or six years, provided China restricts the native manufacture of opium in the same annual proportion as the Indian export to China is restricted. At the present time it is obvious that China is not fulfilling her treaty engagement in this matter, and is profiting at the expense of the people of India.

## South China Morning Post.

## Discipline in China.

The friends of China, and of the Chinese nation, when tempted to criticize the sporadic outbreaks in discontented areas, must recall to mind the words of Dr. Elliot, of Harvard, when he urged in Shanghai recently that sympathy must be extended to the men who are now banded together to work out the salvation of their motherland. The President of the Republic recently deplored the disgraceful scenes witnessed in many parts of the empire, in which troops participated. The most recent is that at Nanking. But, when we recall the fact that the soldiers have been recruited from classes not altogether of the highest, when we appreciate the truth that ignorance has oppressed the masses for generations, we can realize how readily human nature revolts and scorns all sense of discipline. Again and again, the cause has been ascribed to the non-payment of the troops, and even a few years ago there was a mutinous note sounded in the south owing to the same defect. Discipline has not been rigorously implanted in the breast of the son of the soil of China, early family and school training in Europe has tended to produce a true state of discipline.

## WOMEN'S WORLD

[Items of interest to women, notices of forthcoming and notes on recent social events, and kindred paragraphs will be cordially welcomed. The co-operation of our lady readers is asked in order to make this feature at once especially interesting and useful.]

## ART IN RENOVATING.

At least one clever dress-maker has come to the conclusion that the most lucrative end of her business is: modelling old gowns for a new season, and making up costumes from materials supplied by the customer. One room is heaped high with more or less worn dresses of all sorts, old dresses that anybody but an imaginary visitor would judge to be beyond hope of service. Yet these same left-overs will have been transformed within a few days, and their owners will be disporting them in the guise of brand new raiment. Verily, it is astonishing, when one comes down to figures, how cheaply a woman can gown herself, if she honestly settles upon an economical policy. One could cite instances, too many to count, of women who make every \$10 go as far as the \$100 of their less careful friends. A repairer who knows her business often takes a seemingly not-to-be-remedied gown and turns it into one in which only a microscopic inspection could detect signs of age.

## The Duchess of Buccleugh.

The death of the Duchess of Buccleugh, announced from Edinburgh, has thrown half the nobility of the United Kingdom into mourning. She was the third daughter of the first Duke of Abercorn, and was married in 1850. For many years she was an intimate of Queen Victoria, and, as Mistress of the Robes, held a distinguished position at Court. In social circles she was a mighty influence. The celebration of her golden wedding a few years ago was a great event. After the death of Queen Victoria, she transferred her services to Queen Alexandra, with whom she was always a great favourite. She and her husband entertained splendidly at the family seat, Dalkeith Palace.

## The New Hairdressing.

Every Court hairdresser goes through a trying time at the dates when the Courts are held, for no self-respecting woman goes to Court unless her head has been "tired" by a clever hairdresser, and the deftest of minds seems incapable on these august occasions. The result is that the hairdressers have to execute orders at the oddest hours, and some of the poor ladies must suffer from oriole in the neck by trying to keep their hair from getting flattened or untidy, waiting for the hours to slip by, and not daring to rest or move about much, and as the less important have their hair dressed in the morning about breakfast time, the day must be a long one, since they can neither go out nor do anything save "sit up and be good."

For the Court headdress this season, the chignon is the outstanding feature. This is made of waved hair, and below it is affixed a large four-strand plait with the strands pulled out deftly for a full effect, the whole looking very novel. Curly hair is not in request for Court headdresses. The only ones permitted are little Alexandra curls, very short and "sausagey" in appearance and one or two "kiss-me-quick's" as the tender curls used to be named, which are placed round the plait at the neck. A flat band of hair crosses the top of the head and a small, waved night fringe, from temple to temple, is permissible. The girlish fashion of wearing cabochon plaits twisted round the crown, only becoming to the "plump faced." The woman with a long lot of countenance should avoid it.

## HERE AND THERE.

## Telephones and Mirrors.

There have been many clever inventions of late in connection with the telephone, but one of the most clever that has yet come to notice is that which is now being perfected by Professor Rosing of the Technological Institute of St. Petersburg. The instrument on which the Professor is engaged is one by means of which the telephoner will be able to see the telephone. This is to be effected by means of ultra-sensitive metallic cells or elements of special construction that vary the strength of an electric current under variations of light intensity, and with a simplified receiving apparatus which traces a pencil of light on a screen, thus producing a picture of any image that may be facing the transmitter. Two sets of compound mirrors move so as to project this image upon the light-sensitive element in successive small portions. The varying electric current excites invisible rays in a special vacuum tube of the receiver, and as these rays pass in a point over a fluorescent screen, following the movement of the transmitter mirrors, the varying glow reproduces the light and shade of the original image. The mirrors, by their movement also control, through a series of electric currents, the movement of the rays over the screen. A complete cycle of transmissions takes but an instant, and the rapid repetitions give a continuous picture.

## Dignitaries by Lot.

M. Andreys Hallays, a high authority, has divulged to Paris some interesting facts regarding the family of the Empress Eugenie during a lecture on "Mormons at the Tuileries." Biographers of this famous ex-Empress and writers on the zenith and decline of the Second Empire join in acknowledging that Prosper Merimee's influence, both before and after Eugenie de Montijo became the wife of the ill-fated Napoleon III., was very considerable. A remarkable story is told of the way in which he was selected for a vacancy in the Senate, and is said to be typical of the way in which great dignitaries of the State were chosen at the time the Empress Eugenie ruled at the Tuileries. For a matter of three or four vacant seats an enormous number of names, including Merimee's, had been put forward. His choice was notably supported by the Empress. At a Sunday evening entertainment she decided matters by the simple method of a few slips of paper in a hat, and the Emperor drawing lots. Merimee's name came out first, and he became a Senator!

## Unlike Canute.

Prosper Merimee, by the way, once wrote describing an interesting episode in the fifth year of the Prince Imperial, whose promising career came to a tragic ending in the Zulu War. "The other day," wrote Merimee, "the Prince Imperial had his first bath in the sea, and very stupidly, according to my ideas, he was thrown in head first, and was extremely frightened in consequence. He was reproached for his timidity, and asked why he, who was not afraid of a cannon ball, was afraid of the sea. He replied very promptly: 'Because I command the cannon and I don't command the sea.'"

## Coal and Colliers.

It would greatly surprise the average Londoner to-day to hear that, by a proclamation of 1308, the use of coal in the capital was forbidden, so little was it liked. Two and a half centuries later, on the contrary, its value was recognised, and its export in any form prohibited. To-day nothing is so scarce as coal in London. As for colliers, their pay and conditions of living to-day are princely when compared with those of many miners in the eighteenth century. In Scotland they were no more than serfs or slaves, even up to the year 1775, three years after the celebrated legal decision that gave freedom to a negro slave after his landing in Britain. Up till then colliers were born into slavery, and remained slaves until they died, being even sold with the mines. Their gradual liberation began under an Act of 1775, but their practice was not really entirely abolished until the passing of another Act in 1799.

## LEGISLATIVE COUNCIL.

## The Typhoon Refuge.

At the meeting of the Legislative Council yesterday, the Hon. Mr. Osborne asked the following questions standing in his name:—

1.—Will the Government state whether the progress made on the Typhoon Refuge (as indicated by the financial statement and diagram recently laid before Council) is consistent with completion of the work within the contract period?

2.—If the progress made is not consistent with completion of the work within the contract period, will the Government state what steps will be taken to ensure completion within that period?

The Director of Public Works replied as follows:—

1.—The progress made with the Harbour of Refuge Work, as indicated by the financial statement and diagram recently laid before the Council, is consistent with the completion of the work within the contract period.

2.—No reply is required.

## Tramway Ordinance Amendment.

The Attorney-General moved the first reading of a Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1901 (Ordinance No. 10 of 1902)." In doing so he said:—This peculiarity is explained by the fact that in 1901 a Bill was drafted and it was passed early in the year 1902. The short title was never altered, and therefore it is best described in the way I have done. The object of the amendment is to get rid of the necessity of having a new Ordinance every time a slight extension is made to the back of the tramway. This will enable the matter to be approved by resolution of the Legislative Council. The Council will then be able to pass it in one meeting instead of in three.

The Colonial Secretary seconded, and the motion was agreed to.

The Objects and Reasons attached to the Bill are:—This Bill amplifies the powers vested in the Tramway Electric Co. under the Tramway Ordinance, 1902, by giving them the right of extending the tramways subject to the approval of the Governor-in-Council and as the Company has a monopoly, subject also to the approval of the Legislative Council, timely and adequate notification by public advertisement or otherwise of the intention of the Company to apply to the Governor-in-Council for such approval has first to be made. The object of the Bill is to render the passing of a fresh amending Ordinance unnecessary where the system is extended.

## Magistrates Ordinance Amendment.

The Attorney-General moved that the Council go into Committee on the Bill entitled, "An Ordinance to amend the Magistrates Ordinances, 1890-1910."

The Colonial Secretary seconded, and the motion was agreed to. His Excellency—The whole of this Bill was considered in Committee at last meeting, when several amendments were made in clause 2. It was thought better, for the sake of clearness, to have the Bill reprinted and reconsidered at this meeting. The reprint has been circulated among the members. Has any member any further amendment to suggest? The only point raised at the last meeting was whether there were not too many people present at some of the castigations.

On Council resuming, The Attorney-General moved that the Bill be read a third time. The Colonial Secretary seconded, and the Bill was read a third time and passed.

The Council then adjourned till May 18.

The fad for things Chinese, says the "China Press," has reached New York with news of the success of the Revolution in China. "The Flower of the Palace of Han," a drama of the thirteenth century, is now being presented there. The piece is a drama in five scenes translated from the original of Ma Tshu-yuen of the dynasty of Yuen, by Louis Laloy. The English version is by Mr. Charles Hann Kennedy, the well-known author of "The Servant in the House."

## HYGIENIC HINTS.

## Heat and Its Results.

"Exposure to the direct heat of the sun or to high temperatures in the shade may induce heat exhaustion, ardent fever, or other evils of a more insidious character, by injuring the nervous system; increasing irritability, depressing vital energy and affecting the vital organs, especially the liver, which is already overtaxed by eliminating waste products."

These words are taken from Sir Joseph Fayrer's well-known book on the Preservation of Health in India.

In considering the question of diet, which is of supreme importance in these conditions, Sir Joseph Fayrer has written, "As a general rule, people eat too much in India—more than they can assimilate, or is needed for the nutrition."

The consequences of this are, as he points out, derangements of digestion and bowel complaints of various sorts, etc. To avoid them is the task to which the wise man always applies himself, by endeavouring to select such articles of food as are easy of digestion.

## The Food After Heat Stroke.

Supreme among such articles stands Sanatogen which is, every day, acquiring a greater vogue. The reason for the favour it enjoys is that it is being more and more recognised that it keeps the body, as a whole and each individual part and organ, at the highest degree of efficiency, while it has such an invigorating effect on the nervous system that those who take it never feel languid or depressed, but are always in the best possible condition for their work.

Sanatogen's exceptional action in these respects is due to its remarkable composition. It consists of the body-building part of the purest cow's milk chemically combined with organic phosphorus in the form in which that important element is found in the nervous system. The result is that Sanatogen exercises the most powerful and salutary influence over the nervous system and the blood, and, through them, it effects every other part of the body, for it must always be remembered that it is through the blood every part of the body is nourished.

Not the least of the particular advantages of Sanatogen is that it is digested with far greater ease than, practically, any other food. It thus imposes no strain at all on the digestion, so that the weakest people can take it without suffering any ill-effects. It is a fact which experience has ratified, that those who habitually take Sanatogen rarely or never suffer from any of the digestive disabilities which constantly disable their friends, for Sanatogen has the power of helping the digestion of any other food which may be taken with it.

## An Editor's Personal Experience.

The proprietors have received thousands of letters from all parts of the country, describing the remarkable way in which Sanatogen benefits those who are compelled to live under the depressing influence of the heat of the climate and the consequences it involves. In this connection it is interesting to refer to the following letter from Mr. Shirley Tremearn, editor of Capital, Calcutta, who writes:—"I had a sharp attack of fever last October which brought me to a state of great weakness. During the whole period my diet was almost entirely soda, milk and Sanatogen. I cannot speak too highly of Sanatogen, which I took for some time, and which not only kept me up during the attack, but afterwards restored me, once more, to full vigour."

Write for a copy of a most interesting booklet, "The Art of Living" by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to: A. Wilson & Co., 8, Kiangsu Road, Shanghai. Sanatogen can be obtained of all chemists.

## To Sail

## FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "DILWARA," Capt. H. A. Sharpe, will be despatched for the above ports on WEDNESDAY, the 8th May, at 4 p.m. The Steamer has super. or accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (occupying 20 days.) The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents, Hongkong, 80th April, 1912. [389]

## FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship "GREGORY APCAR," Captain J. E. Drake, will be despatched for the above ports on WEDNESDAY, the 8th May at 1 p.m. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents, Hongkong, 80th April, 1912. [338]

## THE AMERICAN &amp; MANCHURIAN LINE.

FOR NEW YORK. (With Liberty to call at the Malabar Coast and to proceed via the Cape of Good Hope.)

THE Steamship "MATOPPO," Captain Darnand, will be despatched for the above port on or about WEDNESDAY, 15th May. For Freight and further information, apply to THE BANK LINE, LTD., General Agents, Hongkong, 15th April, 1912. [309]

## Notices

## THE TAIWAN RAILWAY HOTEL.

TAIPEH, FORMOSA.

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EXCELLENT. CUISINE AND GOOD SERVICE. RATES 6 YEN AND UP.

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## KING EDWARD HOTEL.

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Excellent Cuisine.

H. HAYNES, Manager.

Hongkong, 16th Jan., 1912. [55]

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## Hotels.

## HONGKONG HOTEL

A LA CARTE GRILL ROOM.

Now Open.

J. H. TAGGART, Manager. [28]

Hongkong, 20th April, 1912.

## GRAND HOTEL.

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT

F. REICHMANN, Proprietor. [24]

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CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists. For particulars and rates apply to PROPRIETORS. [24]

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## BELLE VIEW HOTEL

Telephone No. 907.

Sessions: 10 A.M. to 12 Noon, 2 P.M. to 4 P.M. Admission 25 cents. 5 P.M. to 8 P.M. 9 P.M. to 11 P.M. Admission 50 cents. String Band will play at the above Hotel every Sunday, commencing from 7 p.m. to 10 p.m. W. GALLAGHER, Manager. [25]

## HOTEL CRAIGIEBURN.

## PLUNKET'S GAP

1st Peak, near the Tsim Tsimui. Tel. 56. For Terms, apply to the MANAGER. [27]

## CONCRETE REINFORCEMENT

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## CLETEAS

is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

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## The Hongkong Telegraph.

HONGKONG, FRIDAY, MAY 3, 1912.

## BATHING FACILITIES.

Perpetrating humanity in Hongkong owes a debt of gratitude to the Hon. Mr. E. Osborne for his characteristic persistency in urging the need of the establishment of public bathing places at the eastern and western extremities of the town which shall be within reasonable reach of those who, after a busy day's work, desire a dip in the briny. The idea is no new one, and yesterday was not the first occasion on which the subject had been broached in the Legislative Council. But hitherto the Government has been, to say the least of it, rather apathetic in the matter, and it has only been by the constant pegging away of Mr. Osborne that they have at length become distinctly more sympathetic to the proposal. From coldly promising that any application received to utilize any portion of the beach for bathing would be "considered," the Government now announces its intention of calling for estimates to carry out the project and of making financial provision for the undertaking in the next year's Budget. More than that, the co-operation of Council members in settling the details is asked for. Truly we are progressing.

Hongkong is famous for its summer bathing pinnies, but numerous as is the company of pleasure-seekers who nightly during the hot season visit by launch one or other of the many bathing grounds within reach, there are many scores of others who cannot afford the expense thus involved and who are thus deprived of a delight which robs the Hongkong summer of much of its terror. Mr. Osborne's plea is above all else a plea for more consideration to those of limited means, and in these days of abominably high rents and enhanced cost of living it is one which deserves all success. As the mover of the resolution of yesterday's Council meeting made clear, there is ample space along the foreshore at both ends of the city to make a couple of splendid bathing beaches, and we should imagine that the expense of clearing the ground of rocks and stones, of erecting the necessary shelters and providing the customary life-saving appliances would be by no means heavy. To be quite pointed, we do not see any reason whatever why the matter need be put off for another year, for whatever little outlay may be necessary could surely be borne on the present year's margin for contingencies. Moreover, once the beaches were cleared up, the connection of installing bathing machines thereon could be let out to some enterprising person or firm and in this way a source of revenue be found which should very soon more than meet the expenditure involved.

There is certainly no need for the Government to saddle itself with the cost of an elaborate and expensive bathing resort scheme which would mean big disbursements and no financial returns. A modest project with an assured revenue from the letting of bathing boxes would be far more preferable. And, as far as we can see, there is no substantial reason why such a plan should not be put into effect right away.

## DAY BY DAY.

The stars of our fortune are in ourselves.

## Discharged.

Two men were discharged by Mr. Irving at the Police Court to-day; the offence alleged against them was that of stealing a gold ear-pick.

## Unlawful Possession.

At the Police Court to-day a man was fined \$5 or seven days for being in unlawful possession of a quantity of rice.

## St. John's Cathedral.

The Rev. G. A. Bunbury who has recently returned from Shing-hai will act as Chaplain to St. John's Cathedral until the arrival of the Rev. Moyle.

## Accident on Japanese Battle ship.

Five stokers were scalded by accident recently in the engine-room of the battleship Kashima at Maidzuru. Two of the men were seriously injured.—"Nagasaki Press."

## A Chinese Inventor.

Wong Ken-king of Yunnan has completed his invention of a new spinning jenny which could be operated either with hand or with foot. The jenny is now on exhibition in Shanghai.

## A Long Hearing.

The famous will case that was the first to occupy the attention of the new Chief Justice is still proceeding merrily. To-day is the twelfth day of hearing and we are informed that it will run for at least another week.

## Ammunition Prosecution.

The third engineer and fireman of the s.s. American, both Chinese, appeared at the Police Court this morning, charged with being in unlawful possession of forty tins of percussion caps.

The first man was fined \$200 or three months, and the other was discharged.

## G.P.O. Clerk's Night Out.

A Chinese clerk at the G.P.O. was drunk last night and assaulted a constable. This little display of exuberance caused him to appear at the Police Court this morning and the Bench ordered him to pay \$10. His salary, he said, was \$55 per month.

## Unemployed Chinese Naval Students.

The "Peking Daily News" quoting from a Chinese source observes that the Secretary of the Navy will have a task before him in distributing offices to the hundred odd naval students who were in the Staff service of Nanking Government. Secretary Liu advised them to go abroad at the expense of the government to finish their education in the foreign navies but the advice was not well received.

## Mishap to Revenue Cruiser at Shanghai.

The Chinese revenue cruiser recently presented a peculiar appearance on the Pootung side of the river, lying over on one side. It was learned that instead of going into dock to have the bottom of the hull cleaned she had been encircled by boats, ballast and other heavy gear being shifted to one side.—"Shanghai Mercury."

## Court Alterations.

Work has already started in connection with the alterations that have been found necessary in the Puisne Judge's court at the Supreme Court and the first thing that is to be done is to lower the dock, while we understand that a re-arrangement of the seating accommodation will also take place. There is one matter that might also receive the attention of the authorities and that is the screening of the two windows which at present throw an unpleasantly strong light on the wall of the court. In the opinion of many the green curtains that is used for one window is not sufficient.

## Obsolete Jap Warships.

We learn from the "Nagasaki Press" that nine obsolete Japanese warships have recently been sold out of the service, including the Chinyen (a prize of the China War), valued at Yen 150,387, the Hiyei, Yen 65,150, and the Yuyeyama, Yen 61,337. The second and third are to be dismantled at Nagasaki. The prices strike us as being exceptionally good, compared with the amounts paid in Great Britain for obsolete warships. The money realised by the sale of the warships, Yen 300,000, is to be appropriated for the construction of a large auditorium at Yatsujima Naval College.

## Off to Tientsin.

Lieut. B. Dyer, Inspector of the Army Schools, forty N.C.O.'s and men of the R.G.A. and one N.C.O. of the R.A.M.C. left for Tientsin on the s.s. Kueichow yesterday.

## Against Political Corruption.

General Li keeps up his campaign against nepotism and all sorts of political corruption. "Ta Hsin Pao" printed a strongly worded message from him denouncing "wire pulling" and forbidding officials to give jobs for friendship's sake.—"Peking Daily News."

## Japanese Autumn Naval Manoeuvres.

The Japanese naval authorities have under consideration a proposal to hold a grand naval review at Kobe in the autumn, and investigations are now being made into the question of providing suitable Imperial accommodation for the occasion.

## Debt Paid.

When the case was called on in which Messrs. Fairall & Co. sued F. S. Ellis to recover the sum of \$133.35 Mr. Harding who appeared for the plaintiffs said that since the writ had been issued the debt had been paid but not the costs. He would ask that judgment be given him for the costs. Leave was given to prove the case to-morrow in chambers.

## Organ Recital.

The programme that Mr. Denman Fuller will present at his monthly organ recital in the Cathedral on Monday will be as follows:—"Prelude and Fugue in G. Minor," Bach; "Le Garillon," Wolstenholme; "To the Sea," MacDowell; "Night," Karg-Elert; "Concert Rondo," Hollins and two violin solos which will be rendered by Mr. E. Vermey; "Cavatina," by Raff and "Adagio and Largo" by Nardini.

## To Educate Blind Chinese.

The question of the education of the Chinese blind has been discussed at a meeting under the auspices of the Institution for the Chinese Blind in the Union Church at Shanghai, Rev. G. H. Bondfield presided and the lecture was given by Dr. Mary Niles, of the Canton School for Blind Girls, who said it was their duty to urge the natives to open schools for the youthful blind. Mr. Bondfield said on institution for teaching blind would probably be opened this autumn near the Settlement under Mr. George Fryer.

## A Historic Club.

The Royal Navy Club was founded says the "Pall Mall Gazette," to maintain the memory of great naval engagements and admirals, but it also keeps up a large charitable organization for widows and orphans of deceased sailors. When it was founded and held its meetings at the Thatched House Club, Admiral (Lord) Rodney, Admiral (Lord) Howe, and Admiral Boscawen (Lord Falkmouth) were among its members, and Admiral the Duke of Clarence (afterwards William IV.) attended many of its dinners. These are given on the anniversaries of famous battles, or as near as is convenient.

## MR NICHOLSON INJURED.

Fell Into the Dock.

As Mr. R. A. Nicholson, Superintendent Engineer at the Cosmopolitan Dock was about to go down into the dock yesterday to survey the bottom of the steamship Seang Bee, which had her bow seriously crushed in a collision recently, his feet shot from under him in consequence of the slime on the steps and he fell to the bottom of the dock. Fortunately he was not very seriously injured and is suffering only from bruises and a sprained ankle. Mr. Nicholson is walking about to-day and actively enjoying the work at the docks.

The steamship Seang Bee will be ready for sailing again in about fourteen days. The bow is the only part of the ship that is damaged.

## CHINESE LOAN COMPLICATION.

American Members of Banking Syndicate Discuss the Matter.

American bankers who are members of the syndicate which accepted the \$5,000,000 Chinese loan from the Anglo-Belgian syndicate the other week, were recently in conference over the matter, but no formal statement was made concerning the complications which have arisen because of it. The loan was signed by the President of the Chinese republic, and its acceptance has been taken up by the State Department at Washington and the foreign offices of Great Britain, France, and Germany, acting in behalf of the international banking syndicate, representing the four countries which undertook to finance China's requirements. What the outcome will be is still uncertain.

The international syndicate has made it plain to China that it will not furnish any additional funds, if China propose to deal with other financial interests. The group has taken the position that it would be unfair, after having established Chinese credit on a substantial basis, for China to take advantage of that fact to negotiate loans with other interests. In other words, the four-power group will insist upon doing all the Chinese financing, which it has undertaken to do, or none at all say an American paper.

Should the present diplomatic negotiations fail to bring about an understanding, the group will withdraw its financial support. Last summer it floated \$30,000,000 Chinese railway bonds, has advanced about \$2,000,000 in temporary loans recently, and was planning to bring out a \$50,000,000 Chinese currency reform loan later on. In addition to that, it was thought likely that another \$5,000,000 would be needed for rehabilitating the nation. The railroad loan, the bonds already having been sold, must stand, as well as the \$2,000,000 temporary loans, but that will be the extent of the international group's financial aid, unless the present complications are settled to its satisfaction.

## A WORTHY TRIBUTE.

Presentation to the Rev. F. T. Johnson.

Yesterday evening a very interesting presentation was made to the Rev. F. T. Johnson M. A. Chaplain of the Cathedral who is leaving the Colony on May 7. On behalf of the choir Mr. Denman Fuller presented Mr. Johnson with a pair of Zeiss field glasses and a photograph of the choir as it was constituted on Christmas Day, handsomely framed in blackwood. Mr. Fuller paid a worthy tribute to the manner in which Mr. Johnson had worked with him for the good of the music portion of the services, and in reply Mr. Johnson thanked the members heartily for their gift and told rather a good tale against himself.

One day after service he was approached by a former organist of the Cathedral who said he really must congratulate the speaker. Mr. Johnson was rather curious to know the reason for these felicitations and was surprised to hear from the organist:—"You struck a note to-day that I have not even heard before." (laughter) Accompanying the gift was an illuminated address signed by all the choir members testifying to their appreciation of his services and expressing a hope that he might soon be restored to health.

## CHARTERED COMPANY'S LEGISLATIVE COUNCIL.

The new Legislative Council of British North Borneo has been constituted as follows—

President—His Excellency The Governor; Official Members—The Government Secretary, the Judicial Commissioner, The Commandant, the Resident of Sandakan, the Resident of West Coast, the Finance Commissioner; four unofficial Members—viz. representatives of the (1) East Coast Planters, (2) West Coast Planters, (3) European and Malay communities, (4) Chinese and other Asiatic communities.

## JUNK CAPSIZES.

Three Men Drowned.

On the 30th ult. a fishing junk of 800 piculs capacity, carrying a crew of eighteen, was capsized outside the harbour in a squall. There were other junks close by and one of them came to the rescue. Fifteen of the crew were saved and a quantity of fishing tackle was recovered.

There are reports of a number of other junks being capsized in the squall on the 30th ult. Some of them were towed back by the customs launch to Tai Sha. There are no details to hand as regards further loss of life or property.

## ALLEGED BOMB THROWING.

Hongkong People Startled by Alarming Report.

The people in the neighbourhood of Wilmar Street and Salt Fish Lane were thrown into consternation last night by an explosion in the street.

Immediately the report was heard hundreds of people ran out from their houses into the street. Matters were made worse by men running along the street crying, out, "bomb bomb!" The people became excited and awayed higher and thither in confusion.

A police officer eventually went to ascertain the cause of the explosion but no traces of bombs or explosive matter could be found. It is conjectured that some one was fooling with dynamite and threw a piece into the street, or that someone had placed a detonator on the car lines. No evidence of the latter, however, could be found.

The penalty for using explosives is a serious one and the limit of the law will be asked for in the event of anyone being found using the same without permission.

## KILLED IN A RUSH.

False Alarm Causes Death.

In consequence of a false alarm a Chinese in Yumati met with his death.

From the police reports it appears that someone raised the alarm in a Yumati gambling den that the police were about to enter. This alarm caused general disorder among the players and a rush for all possible means of exit was made. One man in rushing from the upper floor, fell a distance of forty feet into the street at the back, and was killed.

## KOWLOON RICKSHA COOLIES.

Prosecution for Refusing Hire.

Three ricksha coolies were arraigned before Mr. Melbourne, at the Police Court, this morning, for refusing to accept hire from Mr. F. Berling, 1, Hotel Villas, Kowloon, on the 27th ult.

The defence was that they were waiting for men who had engaged them and two letters were produced saying that the men were engaged.

The Magistrate said that it was strange if they were engaged they should rush to two gentlemen coming from the George Hotel. There was a doubt in the case of two of them but in the other he was satisfied he was not engaged. He would fine him \$2 or seven days.

Addressing the prosecutor Mr. Melbourne said: I thank you very much for coming here; it must be a great loss of time to you. If more came up I think we should have no trouble at all with these people.

It was at the top of the heat wave. A fire-engine dashed by. "Good gracious me!" cried an old gentleman, mopping his brow. "Whatever do people want a fire for on a day like this?"

According to late advices from Muscovy, about 3,400 tons of coal are required there daily from the mines. The demand has been so great of late, however, that the stocks have practically disappeared.

## NOTES AND COMMENTS.

Those Law Courts.

The Colony's purse is still being "touched" for more money for our costly Courts of Justice. Yesterday a further thousand dollars was voted to meet expenditure caused by structural alterations in the Second Court made at the request of the Puisne Judge. The Governor "hopes" that the bill is now finally footed. So does the public. What the structural alterations are and whether they have yet been made is by no means clear. Perhaps the sum is to be spent in removing the ill-placed jury box to the other side of the Court and in lowering the abnormally prominent dock which rises from the middle of the floor. As to the bad acoustics of both Courts, we are afraid this is a defect beyond redemption. We would only like to have a little argument with the man responsible. The Director of Public Works says no complaints on this point have reached him personally. Well, all he has to do is to leave the comfortable seclusion of his office arm-chair and take a seat among the Court reporters one morning. He'd then hear a few forcibly expressed complaints.

Rough on Billposters.

Hongkong believes in the time-worn adage that prevention is better than cure when it comes to dealing with unsightly advertisement boardings which, though extremely effective from the advertiser's point of view, easily disfigure the most beautiful bit of landscape. Up to the present the Colony must count itself fortunate that in this respect, "boasting" its physical advantages have not been exploited by enterprising bill-posting agencies. And the controlling measure which was introduced in the Legislative Council yesterday should help to preserve the happy record of the past. One has only to recall the patriotic message stretched across the face of the island in electric lights on Coronation night to realise what a little "Bovril" or "Santalogen" folk might make if they were allowed to have their little way. We're beginning to wonder whether the Government Censor will also keep his eye on the harbour. If so, what's to become of the sampan sail's setting forth the merits of a popular brand of Whisky?

Naughty Boys.

A correspondent writes as follows:—"A good deal has recently been made in the local newspapers of the night noises in Hongkong and Kowloon. But in regard to the latter place no mention has been made of what is becoming a chronic nuisance—I refer to the howlings of apparently intoxicated young fellows in the main thoroughfares of Kowloon after closing hours. Knowing that they run less risk in the Far East of being "run in" than they do at Home, they take matters absolutely in their own hands, parade the streets as though the whole Colony belonged to them and cause endless annoyance to peace-loving residents. If one or two of them were haled up before the Magistrate for disorderly behaviour the effect would probably conduce to the comfort of Kowloinites in general." We publish the complaint hoping that it will catch the eye of some sinner just when he is weighing up the desirability of mending his ways. And perhaps the police will take the hint too.

Filipino Treachery.

The "Manila Times" holds no very lofty opinion on the subject of Filipino good faith. It remarks somewhat savagely, "The treachery of most of the Filipinos in these islands, while proverbial, and possibly beyond anything that has ever been recorded previously in history, has reached a climax in the island of Samar. The refusal of the insurgent forces to surrender according to the former agreements made between General Smith and General Guerrero, commanding the reactionary forces of the island,

## HONGKONG IN THE FIFTIES.

## Captain Who Terrorised Pirates.

News of the death of Mr. T. H. Sloggett, M.I.N.A., of Cardiff, and formerly Surveyor to the Board of Trade, which has been received privately by a member of the "Telegraph" staff, recalls the stirring days when the pirate danger along the China coast was one which had to be seriously reckoned with by all who "went down to the sea in ships."

In the fifties, the late Mr. Sloggett was in command of the British brig Tubal Cain, then trading to the various ports on the China coast between Singapore and Shanghai. And it was on one of his runs in 1857 that he underwent a thrilling experience which resulted in the rescue of a number of shipwrecked Dutch seamen from the hands of Chinese pirates. The story, as told by letter from the late Mr. Sloggett to a member of the "Telegraph" staff some time ago, is as follows:—

## The Past Recalled.

"It was in March, 1857, that I sailed from Bangkok in the Tubal Cain, bound for Hongkong. After leaving the Gulf of Siam we experienced a succession of very heavy gales and rough seas. Our topsails were blown away, and the sea strained the little vessel so much that she began to leak and pumps had to be kept going continuously. On the 7th I found that the leak was increasing, so I decided to run for shelter in order to repair damages. At 10 p.m. we anchored in Phangry Bay under the lee of Point Lagan. Next morning a sampan with one man aboard came alongside and told my steward that a gang of pirates had five Englishmen confined in a hut near the fishing village. On hearing this I said to the steward (who, like the sampan man, was a Cantonese) 'Tell your friend to go ashore and say that I must have these men delivered up to me.' His went, but at first the request was refused.

However, a warning shot and the use of threats resulted in two of them being brought on board, and I then found that they were not English but Dutch. One of them, the boatswain, could speak English, and he informed me that he and his friends were part of the crew of a barque belonging to Rotterdam. This vessel, he added, had brought out a cargo of coal for the Government of Hongkong, and after discharging same she put into Macao, where she took aboard coolies for Hivana. When well down the coast the coolies mutinied and murdered all hands with the exception of the five who escaped in one of the boats. But these were soon captured by the pirates and taken ashore and kept in confinement. The last seen of the captain was that when he was about to jump overboard he was cut down by one of the coolies with an axe.

## An Effectual Threat.

"Then I again demanded," continues Mr. Sloggett's letter, "that the other three men should be handed over, but again there was a refusal. Thereupon I sent word to say that if the men were not delivered up at once I would bring my guns to bear on the village and demolish it. My chief mate did not like the situation very much and was for getting away from the spot. But I insisted on rescuing the men, and I ultimately succeeded, the poor fellows being sent on board. They were almost naked, but we soon fitted them out with clothes.

"Next night, after repairs had been effected, we were setting sails when a large pirate junk came around the point to capture some small cargo craft bound for Camrainer Harbour, but which were afraid to put out to sea on account of the presence of the junk. I then opened fire on the pirate boat, her helm was soon put to starboard and she made off before the wind. I then got under way, took the small craft under convoy and proceeded on my voyage. On April 18 we arrived at Hongkong and I took the five men on shore and handed them over to the Dutch Consul (Mr. Block).

Congratulated by Governor. "When I was about to sail again for Bangkok I was requested to call at Government House, and on my arrival there I was ushered into the presence of Sir John Bowring (the Governor), and Michael Seymour,

of H.M.S. Calcutta. After giving them full particulars of my voyage, Sir John said to me, 'Captain, what part of America are you from?' I replied, 'I am an Englishman, Sir John.' 'From what part?' he asked. 'West,' replied I. 'What part of the West?' asked he. 'Cornwall,' I answered. 'Well done,' said Sir John, 'I am Cornish myself, or my wife is, which is all the same. I wish we had more like you, then we should soon drive all the pirates from the coast.'

## Did His Duty.

In a subsequent letter the late Mr. Sloggett added some further particulars to the story, stating that a few days after he had handed the men over to the Dutch Consul he was sitting at breakfast when his steward called him. 'I went out,' wrote Mr. Sloggett, 'and found the five poor fellows on their knees in front of the poop thanking me. Each one had a little bundle with the clothes I had given them. I told them to thank God for their deliverance and said that I had only done my duty towards my fellow-man. I am not ashamed to confess that there was a big lump in my throat at the time.

"If Mr. Block, one of the Dutchmen, one of my crew, or Mr. George Harper were forthcoming, they could confirm my story. At that time Mr. Harper was building a small paddle-wheel steamer at West Point, Hongkong, to run to and from Canton with passengers. This I remember because I took some timber from Bangkok for her construction." The late Mr. Sloggett was nearly 90 years of age at the time of his death, which took place at Cardiff some few weeks ago. He was christened in the old church at the little Cornish seaport of Padstow, and it was here also that his remains were interred. It is interesting to note that both his parents and grandparents were buried in the same churchyard as the deceased.

## GRATEFUL CHINESE.

## Wants to Share a Fortune with Man who Helped Him.

Sam Yet, perhaps America's richest Chinese miner, came into Los Angeles the other day from Nevada prepared to divide his fortune half and half with Sheriff William A. Hammel. Several local mining men who know the Chinese declare his properties are worth from \$500,000 to \$750,000. Five years ago he was a prosperous Nevada ranchman with plenty of money and a handsome white wife. After she died, Sam Yet began gambling and soon lost everything.

Hammel, who had known the Chinese rancher a long time and believed in his integrity and ability, loaned him \$1,000 for a new start. The Chinese went prospecting again, located and sold half a dozen valuable claims in the Goldfield country, and finally found something that looked too good to sell, which he has since been working. Hammel says he never saw the property, but has been shown many rich samples from there. He does not want more than the amount of the loan back, but Sam Yet is insistent.

## TO MAKE HENS LAY.

## Poultry Fanciers Take Note.

M. Joubert, professor at the Agricultural College at Fontainebleau, claims that he has discovered a new and simple method of making hens lay. He feeds them with wine in addition to their ordinary food. The Professor has not allowed his discovery to be made known lightly. He has been experimenting with fowls of all kinds for several years, and finds the same result in every case. In each he experimented for the four winter months with two sets of 12 fowls of the same breed, adding brandy to the food of one of the two sets of 12. In every case after six separate trials the wine-fed hens laid more eggs in the proportion of 20 eggs a month or thereabouts. The Professor will make enemies among the prohibitionists if he does not extend his ways.

## NEWS FROM SWATOW.

## Nearing a Crisis.

## (Our Own Correspondent.)

Swatow, May 1.

I hear to-day that matters politically are coming to a crisis, and in preparation for this Woo has recalled from the country several hundred of his troops who had been despatched to various points to keep order. Rumours are many and contradictory, but there is a general impression that Lim will provoke fighting with Woo, and at about 3.30 this afternoon most shops in the native city were closed and put up shutters.

I have heard that Lim has been advised that the China Merchants s.s. "Taichun" has been engaged to take him back to Canton, also that part of Lim's leaving payment has been given him, and that he now refuses to leave. I do not vouch for the truth of this, however.

I enclose a copy of translation of a proclamation issued by Woo on April 30 which explains itself. Woo Shiang Tai's Proclamation.

Owing to the fact that many shops, of thousands of dollars worth each, are continually reported at this station (military station) as having been raided by bandits during the recent days at Swatow, notwithstanding that there are now occupying here many armies who are always ready to give their protection, I, the Colonel Woo Shiang Tai, hereby proclaim that I have made arrangements to despatch my troops to be on watch along every street or road inside and around the city in order to prevent any future probable perpetration of predatory incursions.

The public are therefore notified that they should be careful to recognize the ensign that my troops are bearing, and that they should not, in the least, show any misapprehensions on their finding my troops on duty.

On the other hand a reward, consisting of \$500, is hereby promised to be given to those who can kill a robber, when finding him making attacks upon any shop or shops. A further bonus of \$1,000 is also promised to those who are dexterous enough to arrest a robber alive and present him at this station for trial, provided that the captive should finally be found guilty of the ill-behaviour alleged.

It is, of course, necessary to be generally understood that intending captives, inclining to receive a reward, should never kill an innocent person for that purpose, as in that case they shall be punished severely and without mercy.

Swatow, April 30, 1912.

## THE LAW COURTS AGAIN.

## Hon. Mr. Hewett's Pious Hope.

At a meeting of the Finance Committee held after the Council yesterday afternoon the following minute was submitted.

The Officer Administering the Government recommends the Council to pass a vote for the sum of \$1,000 in aid of the vote Public Works, Extraordinary, Buildings, Law Courts.

The Chairman, the Colonial Secretary, said that the vote was for structural alterations in the Pseudo Judge's Court.

Hon. Mr. Hewett:—May we express the pious hope that no further votes will be made on this extremely expensive building?

The Chairman:—I hope that may be so.

The Hon. Mr. Pollock asked if any further experiments in connection with the accusations of the large court were to be made. Several experiments made with wires had been successful up to a certain point, but he did not know if any further attempt had been made to stretch yet further wires across the court. He was quite convinced that if that was done some improvement might be made in the accoutries of the court, which were certainly very bad.

The Hon. Mr. Hewett:—Understand the accoutries are still very defective.

The Hon. Director of Public Works:—No further complaints have reached me personally, but after what my hon. and learned friend on my left has said I will inquire into the matter and see whether anything further can be done.

## LOCAL SPORT.

## ROYAL HONGKONG YACHT CLUB.

## Forthcoming Event.

The following races will be held in connection with the Club, provided sufficient entries are forthcoming on Saturday the 18th of May:—

Hong Fours.—All members of crews, not including Coxswains to belong to the same "Hong" or to any distinct Department of the Hongkong Government. All members of crews, including Coxswains, to be Members of the Royal Hongkong Yacht Club. Distance, three quarters of a mile. Entrance, \$5.

Club Four.—Open to crews drawn from the Army, Navy, Civil Service, any Profession of Trade, or any combination, approved by the Rowing Committee. Competitors to be Members or Subscribers of the Royal Hongkong Yacht Club. Distance, one mile. Entrance fee \$5.

Seraglio.—Open to Members and Subscribers of the R.H.K.Y.C. to be made individually. Committee will select their own crews, other entrants. Distance, 1/2 mile. Entrance, 8 p.m. of a mile.

Club and Subscribers.—Members and Subscribers of the R.H.K.Y.C. Crews to be drawn from the Navy, Civil Service, and Whalers. Race to be under Service conditions. Distance, 1/2 mile. Entrance, 8 p.m. of a mile.

Six-oared.—Open to Members and Subscribers of the R.H.K.Y.C. Crews to be drawn from the Navy, Civil Service, and Whalers. Race to be under Service conditions. Distance, 1/2 mile. Entrance, 8 p.m. of a mile.

Yesteryear's final in the Singles Handicap, which should have been played on the Cricket Club ground, but this was prevented by rain, was played in the first set, had been played when rain began to fall, and the match was discontinued.

## The Tennis Championship.

The final in the competition for the Championship of Hongkong will be played off on Tuesday in the grounds of the Hongkong Cricket Club, when Capt. Day the present holder of the title will have to defend his claim against the pretensions of Mr. H. A. Nisbet who played so successfully a 2 to against H. Hunkok on Wednesday. The game is due to commence at 4.45 p.m.

To-morrow the final of the Professional pairs will be decided when Capt. Day and Crawford will meet Nisbet and Phillips. The final in the Singles Handicap, B class, also takes place when Henderson will play Mass.

## A SURPRISED SOLICITOR.

At the Supreme Court this morning Mr. Reader Harris sprang something in the nature of a surprise upon Mr. J. H. Gardner by informing him that his client was dead.

When the case was called on Mr. Gardner said that he appeared for the plaintiff and would ask for a day to be fixed.

Mr. Harris appearing for the other side applied for an adjournment as his friend's client was dead.

Mr. Gardner:—This is new to me.

His Lordship:—I had better adjourn the case sine die.

## A FEROCIOUS BEETLE.

Great destruction, involving large financial losses, has been wrought on tea plants in Ceylon by a beetle called the shot-hole borer. The Government entomologist has, however, introduced into the country an antidote in the form of a ferocious species of beetle which has been found in America to be an implacable enemy of pine-boring beetles. It only remains to be seen (says the University Correspondent) whether this pest-rider will thrive in the tropics; if so, it will be let loose to destroy the boring beetles, which commit ravages on both tea and cinchona plants. (Straits Times.)

## FROM ALL QUARTERS.

## German "Dead-Houses".

Gruesome but interesting is the report on the foreign demand for hearses furnished by the American Consul General at Frankfurt.

In that city, he says, there is only a very small demand for funeral cars, hearses, etc. Funerals are simple, and as a rule bodies are transported in a black wagon, more or less decorated, unaccompanied by carriages, to the cemetery, where the ceremony is held.

When there is a funeral procession it usually begins at the cemetery gate. According to present regulations the municipal conveyances under the cemetery administration are the only ones permitted to conduct bodies from the house to the cemetery. This does not apply to bodies buried outside the city limits or to those which are shipped by rail. The city obtains its coffins from German manufacturers. It is estimated that about 80 per cent. of the coffins used there are of pine.

According to another Consul, hearses or funeral cars are not used in Nuremberg. The dead must be removed from the houses within 24 hours after death, the bodies being conveyed to the "dead house" with which every cemetery is provided. The removal is in charge of municipal officials, and by very plain wagons which are owned by the municipalities.

Private concerns have no interest in funeral arrangements, every detail being under the control and direction of duly authorized municipal officials. In the "dead house" the bodies are usually exposed to public view for one to three days.

In some Bavarian cities like Munich this exposure of the dead is obligatory, but in Nuremberg, while usual, it is not required by municipal enactment.

The "dead house" of any large city cemetery is rather a haunting sight to one not accustomed to it. The open coffins, usually surrounded with flowers and medicinal wreaths, are ranged in rows on sloping shelves behind glass partitions, in front of which the public passes to and fro. The shelves are so constructed that a full view of the face of the dead is had in front of the glass partition.

## Some Turkish Cures for Cholera.

The old-fashioned physicians of Turkey—and there are plenty of them—have many unusual cures for cholera. An agate in the pocket and a hyacinth on the neck are greatly esteemed, though the bone of a dead child carried in the pocket is thought to be nearly as efficacious. Cholera, we learn from them, is caused by the moon. A sufferer should therefore drink decoctions of laurel while Mars or Mercury is in the ascendant, since these planets are unfriendly to the moon. One would imagine that these cures are about as efficacious as some of the patent medicines so trustfully swallowed at home.

## Countess' Tour Abruptly Ends.

The Countess of Warwick, whose sudden return to England in the middle of a lecturing tour has given rise to much speculation, has written a letter to her American manager, in which she says:—"I have had cablegrams from my husband and from home compelling my immediate return upon important business. The coal strike affects us considerably, and my presence is necessary."

## DON'T FORGET.

To-day.  
The Bijou Theatre, 9.15 p.m.  
The Great Raymond at the Theatre Royal, 8 p.m.

General Meeting of the Hongkong Electric Co., Ltd., noon.  
Tuesday, May 7.  
Organ Recital, St. John's Cathedral, 8.30 p.m.

Wednesday, May 8.  
R. G. Edwards at the Theatre Royal, 9.15 p.m.

Thursday, May 9.  
International Petroleum Co.'s 1st Annual Meeting, noon.

Friday, May 10.  
Wednesday, May 15.  
Extraordinary General Meeting of the Hongkong and Shanghai Banking Corp., 2 p.m.

Friday, May 10.  
Barrow's Sports Happy Day.

## BUTTER. BUTTER.

We are pleased to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

## REDUCTIONS

"DAISY" BRAND 80 cents per lb.

"DAIRYMAID" " 75

"BUTTERCUP" " 70

PASTRY " 65

THE DAIRY FARM CO., LD.

## GARNER QUELCH &amp; CO.

## WINE MERCHANTS.

## DES VŒUX ROAD.

TELEPHONE 630.

Supply the highest quality Wines, Spirits, Cigars, and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912.

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## ASAHI BEER

## SAPPORO BEER

## TO BE OBTAINED

## WINE MERCHANTS

## HONGKONG TELEGRAPH

## TELEGRAPH

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## Shipping

CANADIAN PACIFIC RAILWAY  
COMPANY'S.  
ROYAL MAIL STEAMSHIP LINE.  
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of Japan" ...	Satur. May 11	"Allan Line" ...	Fri. June 7
"Monte Carlo" ...	June 1	"E. of Britain" ...	June 28
"E. of India" ...	June 22	"Allan Line" ...	July 19

All steamers leave Hongkong at 6 P.M.

To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. Craddock, General Traffic Agent,  
Corner Pender Street and Praya (Opposite Blake Pier.)INDO-CHINA STEAM  
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamer	On
MANILA	YUENSANG	Saturday, 4th May, 2 P.M.
SHANGHAI	CHOVSANG	Sunday, 5th May, 11 P.M.
SINGAPORE, PENANG, SINGAPORE, PENANG	HOPSANG	Tuesday, 7th May, Noon.
TIENSIN & WUWU	CHIPSANG	Thursday, 9th May, Noon.
MANILA	LOONGSANG	Saturday, 11th May, 2 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG	Sunday, 19th May, 11 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, via Chingwangtao.  
Taking Cargo on Through Bills of Lading to Kaitum, Lae and Davao, Singapore, Tientsin, Hankow, Swatow and Amoy.For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**  
Telephone No. 215.  
Hongkong, 3rd May, 1912."SHIRE" LINE OF  
STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

For	Steamers	DATE OF DEPARTURE
LONDON ROTTERDAM & ANTWERP	FLINTSHIRE	About 19th May.
SHANGHAI, KOBE & YOKOHAMA	MONMOUTHSHIRE	1st June.
LONDON & ANTWERP	DENBIGHSHIRE	15th June.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged for Freight or Passage, apply to

**JARDINE MATHESON & CO., LD.,**

AGENTS.

Hongkong, 28th April, 1912.

HONGKONG, CANTON, MACAO,  
AND  
WEST RIVER STEAMERS.JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
AND THE CHINA NAVIGATION CO., LTD.  
HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG

FRIDAY, 3rd MAY.

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. &amp; 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. &amp; 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 5th MAY.

The Company's Steamship,

"SUI AN."

will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

Note.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

OANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departure from Macao to Canton on Mon., Wed., &amp; Fri., at 9 P.M. Departure from Canton to Macao on Tues., Thurs., &amp; Sat., at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 588 Tons.

One of these steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days.

Passengers can remain at Hongkong or vice versa by the Company's direct steamer "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are fitted throughout with electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M. Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.**  
HOTEL MANSION (FIRST FLOOR),  
Opposite the Bank of China.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION

Destination	Steamers	Sailing Dates
HITACHI MARU	Capt. T. Yamawaki, T. 7,000	WEDNESDAY, 8th May, at Daylight.
MIYASAKI MARU	Capt. T. Mural, T. 9,000	WEDNESDAY, 22nd May, at Daylight.
YAWATA MARU	Capt. S. Kamekura, T. 7,000	TUESDAY, 7th May, at Noon.
SINABA MARU	Capt. S. Kamekura, T. 7,000	TUESDAY, 21st May, at 4 P.M.
BOMBAY MARU	Capt. T. N. Guler, T. 5,000	WEDNESDAY, 8th May.
COLOMBO MARU	Capt. Y. Kamahira, T. 5,000	WEDNESDAY, 22nd May.
IRYO MARU	Capt. R. Takada, T. 7,000	THURSDAY, 9th May.
HIRANO MARU	Capt. H. Fray, T. 9,000	SATURDAY, 23rd May.
HAKATA MARU	Capt. Y. Nomura, T. 7,000	MONDAY, 13th May.
KAWACHI MARU	Capt. A. Chihajisen, T. 7,000	MONDAY, 27th May.
YOKOHAMA MARU	Capt. M. Yagi, T. 6,000	WEDNESDAY, 8th May, at Noon.

"INABA MARU" will connect at Kobe with new steamer—S.S. "YOKOHAMA MARU" which will sail from Kobe for Seattle on or about 1st June, calling at Keelung.  
REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.  
Commencing 1st June, ending 30th September, 1912.  
SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.  
YOKOHAMA Return KOBE Return MOJI Return NAGASAKI Return.  
1st class \$135 \$122 \$108 \$95  
2nd class \$81 \$75 \$65 \$57  
With option of Ball between Steamer's Calling ports in Japan.  
For Further Information as to Freight, Sailings, etc., apply to T. KUSUMOTO, Manager.

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CALCUTTA LINE.

SINGAPORE, PENANG, RAN, GOON & CAL, CUTTA	ITOTOMI MARU, Capt. A. Mooker, T. 4,000	SATURDAY, May 4th.
	ICEYLON MARU, Capt. Y. Tazawa, T. 6,000	SATURDAY, 18th May.

Fitted with new system of wireless telegraphy.  
Shanghai and Moji may be omitted without notice.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mural	May 22nd.
KITANO MARU	9,000	F. E. Cape	June 5th.
IRYO MARU	7,000	R. Takada	June 19th.

FOR SEATTLE.

SADO MARU	7,000	K. Asakawa	May 7th.
INABA MARU	7,000	S. Tomioka	May 21st.
KAMAKURA MARU	7,000	K. Sada	June 4th.
TANBA MARU	7,000	S. Wada	June 18th.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamers	To Sail
SHANGHAI	"LINAN"	4th May 11 P.M.
MANILA, CEBU & ILOILO	"TEAN"	7th 4 P.M.
SHANGHAI	"CHINHUA"	9th 4 P.M.
SHANGHAI	"ANHUI"	11th 11 P.M.
MANILA, CEBU & ILOILO	"KAIFONG"	14th 6 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"TAIWAN"	14th 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL."

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA (uncertain)	T. THURSDAY	ISLAND
COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"OUTRIE"	11th May, 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

S.S. MANILA LINE—Two "Twin" class Steamers "Tean" and "Taming," which accommodation includes electric fans fitted in state-rooms on deck, aft. Saloon accommodation of a "Balfour" is situated on deck, aft.

S.S. SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anson, O'Brien, Japan, O'Malley)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on, through, Bills of Lading, to all Yangtze and Northern China Ports.

S.S. Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Wharves.

Reduced Fares—Single \$45. Return \$75.  
For Freight or Passage apply to BUTTERFIELD & SWIRE.Telephone No. 24.  
Sailings, 1st May, 1912.

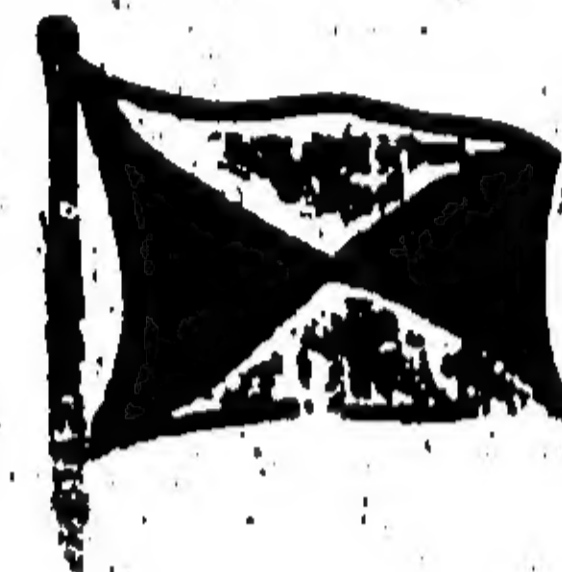
## Shipping

HAMBURG-AMERIKA  
LINIE.IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to  
Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black &amp; Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMeward.
For Shanghai, Kobe & Yokohama:	For Rotterdam, Hamburg & Antwerp:
"BAYERN" ..... 6th May.	S.S. O. J. D. ALLERS ..... 4th May.
"ALEXIA" ..... 21st May.	For Marseilles, Havre & Hamburg:
"SEGOVIA" ..... 4th June.	S.S. SACHSEN ..... 6th May.
	For Havre, Bremen & Hamburg:
	S.S. O. F. LAEISZ ..... 12th May.
	For Marseilles, Havre & Hamburg:
	S.S. RITHONIA ..... 30th May.
	For Rotterdam, Hamburg & Antwerp:
	S.S. ARCADIA ..... 27th May.

For Further Particulars, apply to—  
**Hamburg-Amerika Linie,**  
Hongkong Office.HONGKONG—  
PHILIPPINES.  
PHILIPPINES  
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	4000	M. O. Smith.	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 10th May, 4 P.M.
RUBI	4000	S. A. Crosby.	Manila, Mangarin, Iloilo and Cebu.	MONDAY, 20th May, 4 P.M.

For Freight or Passage apply to  
**SHEWAN TOMES & CO.,**  
GENERAL MANAGERS

Hongkong 1st May, 1912.

JAVA-CHINA-JAPAN  
LIJN.Regular Fortnightly Service between  
JAVA, CHINA and JAPAN.

Steamer	From	Expected on/about	For	Will leave on/about
Tjilatjap	SHANGHAI	...	JAVA	1st half May.
Tjimanok	JAPAN	1st half May	JAVA	1st half May.
Tjipanas	JAVA	1st half May	JAPAN	2nd half May.
Tjikini	JAVA	1st half May	SHANGHAI	2nd half May.
Tjimahi	SHANGHAI	2nd half May	JAVA	1st half June.
Tjitarom	JAVA	1st half June	JAPAN	at half June.
Tjibodas	JAVA	1st half June	SHANGHAI	1st half June.
Tjiluwong	JAVA	2nd half June	JAPAN	2nd half June.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
York Building.

Telephone No. 375.

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Groen	May 7th, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevas	May 28th, Noon.
S.S. "Tenyō Maru"	21,000	E. Bent	June 4th, Noon.
S.S. "Shinyō Maru"	21,000	H. S. Smith	June 25th, Noon.

These steamers are equipped with Turbine Engines and Triple Screw. All steamers carry Japanese Government wireless telegraph and post office.

The triple screw steamer "Chiyo Maru" will be despatched for San Francisco via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA &amp; HONOLULU on TUESDAY, the 7th May, at Noon.

INTERMEDIATE SERVICE.

The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, 28th May, at Noon.

SOUTH AMERICAN LINE

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz).

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Hongkong Maru	11,000	Friday, June 7, Noon.
Kiyo Maru	17,500	Saturday, Aug. 6, Noon.
Bayo Maru	10,500	Friday, October 4, Noon.

For Further Particulars as to Freight and Passage, apply to  
K. MATSUDA, Agent  
(KING'S BUILDING Opposite Blake Pier)

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents,  
Bankers, &c.Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG  
SHANGHAI:—2-3, Foochow Road. YOKOHAMA:—22, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.  
1912. Office:—16, DES VŒUX ROAD, HONGKONG.

## LOG BOOK.

The New Light Armoured Cruiser.

Conjecture is rife in naval circles as to the displacement and armament of the new "light armoured cruisers" which are promised as part of this year's building programme. The Chatham, which are considered the limit in this type of vessel, and from whose tonnage we are now to recede, displace no more than 4,500 tons. The new and larger destroyers will have a tonnage exceeding 1,000, and so we may look for a type somewhere midway between those two classes of vessel; and the displacement is being placed at a little upwards of 2,000 tons, which will give room for developing high speed, give a wide area of effective cruising, a hull of sufficient strength to stand the buffettings of Channel and North Sea weather, and an armament powerful enough easily to dispose of the largest destroyers possessed, or projected, by any foreign Power. Such ships would have all the qualities needed for observation and reconnaissance, and form very penetrating eyes and quick ears for a large battle-fleet. They are not to be "protected" ships, a type that now appears to have been finally abandoned, if we exclude the destroyers, but vessels carrying vertical armour, and therefore well protected against any return fire they might receive when running down torpedo craft. As these light armoured cruisers will probably be built quickly, the newly-organised battle squadrons will not be kept long without sentries, which Mr. Churchill said are designed to watch over armoured fleets "whether in movement or at rest," and which are to be the smallest, cheapest, and fastest vessels ever projected for the British—and presumably for any other—Navy.—The "Globe."

Brest as Headquarters for American Liners.

Brest is to be the last word in the struggle for supremacy by the ports of Europe for transatlantic traffic, says the Paris correspondent of the "Morning Leader." M. Claude Casimir Perier, who has just returned from America, whither he had been despatched on an official mission to study the effects of the opening of the Panama Canal will have upon international trade, has returned with the conviction that the great European transatlantic port of the future will be Brest. It is the nearest to the coasts of North and Central America, and even beats the ports of South-western Europe in competition for South American trade; and from its position can be placed in direct and rapid communication with the whole of Europe. It can beat its rivals by 12, 20, and in some cases more than 30 hours.

It will, however, he points out, be necessary to shorten the distance between Brest and Paris by about 25 miles, so that the port can be brought within 7.1-2 hours of the capital. How much would have to be spent in docks, quays, and harbour works generally is not stated.

REFINED IN MANNERS.

Australian Chief Justice on the Chinese.

At the Central Criminal Court, Sydney, the Chief Justice passed sentence on William O'Reilly, who was convicted of the manslaughter of Sen Gong, an elderly Chinese, in Campbell-street, Sydney.

His Honour remarked that the evidence amply warranted the jury's finding. Prisoner had struck an utterly inoffensive man without any provocation. It looked as if Sen Gong was the victim of attack simply because he belonged to the Chinese race, a people who were so much more refined in manners than others that they very rarely thought of avenging their own wrongs, or repelling force by force. These cowardly acts of violence on inoffensive people could not be tolerated in a civilised community. Prisoner was young and on that account had been recommended to mercy. Considering those things, the Court would impose a sentence beyond five years' penal servitude, and which was the least he should impose in such a case as this.

## UNCLAIMED TELEGRAMS.

### Eastern Extension

[illegible]

## FAR EASTERN NAVAL SQUADRONS.

BRITISH.					Commander	Reported at
Name	Class	Tons	Guns	I.H.P.		
Alacrity	Despatch-boat	1,700	4	2,000	Capt. A. Lowndes	Hongkong
Astrea	2nd class cruiser	4,380	10	7,000	Capt. E. B. Kiddle	Shanghai
Atlas	Admiralty tug	615	—	1,400	—	Hongkong
Bramble	Gunboat	710	—	900	Com. B. G. Washington	Kiukiang
B. Itomart	Gunboat	710	—	900	Lt.-Com. J. M. Barker	Hankow
Cadmus	British sloop	1,070	—	1,400	Capt. H. Lynes	Hankow
Cambrian	2nd class cruiser	4,380	10	7,000	Capt. J. E. Drummond	Hongkong
Cerberus	Water tank and tug	300	—	340	Master W. Smith	Hongkong
Chio	British sloop	1,070	—	1,400	Comdr. H. R. Veale	Canton
Fame	Torpedo-boat destroyer	340	6	5,700	Lt.-Com. H. S. Monroe	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Shanghai
Flurdy	Torpedo-boat destroyer	295	6	4,000	Lt.-Com. R. R. Rosoman	West River
Janus	Torpedo-boat destroyer	320	6	3,000	Lt.-Comdr. Maxwell	Hongkong
Keat	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt	Chingwantao
Kishu	River gunboat	615	—	1,200	Lt.-Com. H. Marryatt	Hankow
Morlin	Surveying ship	1,070	6	1,400	Capt. F. O. C. Pasco	Hongkong
Minotaur	Armoured cruiser	14,000	—	27,000	Capt. G. C. Cayley	Hongkong
Monmouth	Armoured cruiser	9,800	—	22,000	Capt. L. E. Power M.V.O.	Hongkong
Moorhen	River gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	2nd class cruiser	4,800	—	22,000	Capt. G. P. E. Hunt D.S.O.	Hongkong
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Comdr. Lambie	Hongkong
Pegasus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Yangtze
Prometheus	3rd class cruiser	2,135	—	5,000	Comdr. P. H. Warleigh	Hongkong
Ribble	T.B.D.	590	—	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. J. S. Tyndall	West River
Rosario	Depot ship for submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. E. J. J. Touthby	Hongkong
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo-boat destroyer	305	—	6,000	Lt.-Comdr. Brickenden	Hongkong
Tamar	Receiving ship	4,650	6	—	Comdr. Eyres	Hongkong
Teal	River gunboat	180	2	800	Com. Hon. Guy Stopford	Chungking
Thistle	Gunboat	710	—	900	Lt.-Com. M. Baillie Hamilton	Hankow
Uk	T.B.D.	590	—	7,500	Lt.-Comdr. B. W. Blisset	Shanghai
Virago	Torpedo-boat destroyer	390	6	5,900	Lt.-Com. H. D. Adair-Hall	Swatow
Waterwitch	Surveying ship	620	—	450	Lt.-Com. R. L. Hancock	Hongkong
Welland	T.B.D.	590	—	57,000	Lt.-Com. E. T. Chambers	Shanghai
Whiting	Torpedo-boat destroyer	360	5	5,900	Lt.-Com. G. B. Hartford	Hongkong
Widgeon	Gunboat	195	2	800	Comdr. M. H. Wilding	Kiating
Woodcock	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood	Yangtze
Wrentham	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow
Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.						
Submarines:—						
No. 35	Lt.-Comdr. Godfrey Herbert	—	—	—	—	—
No. 37	Lt.-Comdr. A. A. L. Fennor	—	—	—	—	—
No. 38	Lt.-Comdr. J. R. A. Codrington	—	—	—	—	—
T.B. 035	Lt.-Comdr. Woodward	—	—	—	West River.	—
T.B. 036	Lt.-Comdr. Davies	—	—	—	West River.	—
T.B. 07	Lt.-Comdr. Nicol	—	—	—	West River.	—
T.B. 038	Lt.-Comdr. Seymour	—	—	—	West River.	—
AMERICAN.					Commander	Reported at
Name	Class	Tons	Guns	I.H.P.		
A-2	Submarine	—	—	—	Ensign J. McC. Murray	Olongapo
A-4	—	—	—	—	Lt. E. D. McWhorter	—
A-6	—	—	—	—	Ensign J. C. Van de Carr	—
A-7	—	—	—	—	Ensign C. M. Yates	—
Albany	Protected cruiser	3,430	10	7,500	Comdr. M. L. Bristol	—
Bainbridge	Torpedo-boat des.	420	7	8,000	Lt. C. S. Graves	Yangtze River
Barry	Torpedo-boat des.	420	7	8,000	Lt. R. Hill	—
Callao	Gunboat	243	8	250	Lt. S. W. C. F. Fletcher	Canton
Chancery	Torpedo-boat destroyer	420	7	8,000	Com. S. S. Robinson	Yangtze River
Cincinnati	Protected cruiser	3,183	11	10,000	Ensign J. L. Oswald	Shanghai
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. B. H. Green	Olongapo
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. B. H. Green	Yangtze River
Eldorado	Gunboat	620	4	600	Lt. Com. V. S. Houston	—
Helena	Gunboat	1,392	8	1,988	Com. R. H. Jackson	—
Mohican	Tender-submarine	1,900	6	1,100	Chief Gun. J. Mitchell	Olongapo
Monitor	Monitor	3,000	6	3,000	Lt. E. P. Svarz	—
Monterey	Monitor	4,084	4	5,244	Com. H. A. Wiley	Swatow
Panama	Gunboat	243	8	250	Lt. C. A. Woodruff	So. P. Waters
Piscataqua	Gunboat	—	—	—	—	—
Pompey	Sea going tug	854	2	1,600	Lt. S. W. Wallace	Hongkong
Quincy	Repair ship	3,085	—	—	Lt. R. V. Lowe	Shanghai
Rainbow	Cruiser	4,360	14	1,800	Lt. Comdr. A. N. Mitchell	Yangtze Riv.
Santa	Gunboat	243	8	250	Lt. E. D. Washburn, Jr.	Cruising
Saratoga	Armored cruiser	8,115	14	17,401	Comdr. H. A. Bingham	Wuchang
Villalobos	Gunboat	370	8	208	Ensign H. A. McClure	Yangtze Riv
Wilmington	Gunboat	1,392	8	1,894	Comdr. W. A. Edgar	Hongkong
Wompatuck	Tug	462	—	650	Chief Boats. P. E. Radcliffe	—
Flagship of Rear Admiral Reginald F. Nicholson, Commander-in-Chief, U. S. Asiatic Fleet						
Flagship of Rear Admiral Joseph B. Murdock, Commander-in-Chief, U. S. Asiatic Fleet						
VESSELS TEMPORARILY ON ASIATIC STATION.						
Buffalo	Transport	6,000	6	8,000	Comdr. C. M. Stone	Swatow
Colorado	Armored cruiser	13,680	18	23,000	Capt. W. A. Gill	Olongapo
California	Armored cruiser	13,680	18	23,000	—	Olongapo
West Virginia	—	13,680	18	23,000	Capt. A. S. Halstead	Olongapo
Flagship of Rear Admiral W. H. H. Southland						
GERMAN.					Commander	Reported at
Name	Class	Tons	Guns	I.H.P.		
Emden	Cruiser	3,600	22	13,500	Capt. v. Restorff	Tsingtau
Grauert	Armored cruiser	11,600	36	20,000	Captain v. Ussler	Tsingtau
Ilia	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Varselov	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behneke	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Bendemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze
Scharnhorst	Flagship	11,600	36	20,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lut. Berenberg	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Obt. z. S. Claassen	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Luppe	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lut. Frhr. Fricke	Canton
Vaterland	River gunboat	223	4	600	Obt. z. S. Prinz	Shanghai
FRENCH.					Commander	Reported at
Name	Class	Tons	Guns	I.H.P.		
Dupleix	Armored cruiser	10,014	30	20,000	Lt. de Linares	Hongkong
Kleber	1st class cruiser	9,700	12	19,800	Lt. de Linares	Saigon
Decadee	Gunboat	645	10	1,000	Lt. de Estienne	Saigon
Argus	River gunboat	180	6	570	Lt. Biscail	Canton
Vigilante	Gunboat	123	7	500	Lt. Puchel	Tongku
Polho	Gunboat	123	7	500	Lt. Combet	Saigon
Esturgeon	Submarine	—	—	—	Lt. Marre	Saigon
Lux	Submarine	—	—	—	—	Saigon
Berie	Submarine	500	—	—	—	Saigon
Epire	Submarine	—	—	—	—	Saigon
Sizy	Armored gunboat	1,708	10	1,700	Lt. Morris	Saigon
Fronda	Destroyer	350	7	303	Lt. Seriot	Saigon
d'Alville	Destroyer	—	—	—	—	Saigon
Takou	Destroyer	250	6	—	—	Saigon Reserve
Fleuret	Destroyer	130	7	300	Comdr. Martenot	Hongkong
Mousquet	Destroyer	307	6	300	Lt. J. J. Bertrand	Saigon
Vauban	Torpedo-depot	—	—	—	—	Hongkong
Veteran	Torpedo-depot	—	—	—	—	Hongkong
Manche	Surveying ship	1,625	10	9,000	Com. Bago de Tonche	Saigon
Flagship of Rear Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station						
Flagship of Commodore Bousquet, Commander the local defence Indo-China						
PORTUGUESE.					Commander	Reported at
Name	Class	Tons	Guns	I.H.P.		
Macao	Gunboat	700	—	—	Capt. Martins	Macao
Macao	Gunboat	700	—	—	Capt. J. Milheiro	Macao

## MARKET PRICES.

Hongkong, April 25, 1912.

## BUTCHER MEAT.

Meat	Price
Beef Sirloin & Prime Cut,—Mei Lung Pa	lb. 20
„ Corned,—Ham Ngau Yuk	„ 20
„ Roast,—Shiu	„ 20
„ Breast,—Nagu Lam	„ 16
„ Soup,—Tong Yuk	„ 15
„ Steak,—Ngau Yuk Pa	„ 20
„ do. —Sirloin Cotom—Ngau Lau	„ 30
„ Sausages,—Ngau Chaung	„ 24
Bullock's Brains,—Know	per set 9
„ Tongue fresh,—Ngau Li	each 45
„ corned,—Ham Ngau Li	„ 60
„ Head,—Ngau Tan	„ 6
„ Heart,—Ngau Sum	„ 12
„ Hump, Salt,—Ngau Kin	„ 18
„ Feet,—Ngau Kask	„ 9
„ Kidneys,—Ngau Yiu	„ 9
„ Tail,—Ngau Mei	„ 18
„ Liver,—Ngau Kon	lb. 12
„ Tripe (undressed),—Ngau To	„ 6
Calve Head & Feet,—Ngau-chai-tau-kark	set \$1
Mutton Chop,—Yeung Pei Kwat	lb. 22
„ Leg,—Young Poi	„ 22
„ Shoulder,—Yeung Shau	„ 20
Pigs Chittlings,—Chu Chong	„ 22
„ Brains,—Chu Know	per set 12
„ Feet,—Chu Kark	lb. 12
„ Fry,—Chu Chuk	„ 25
„ Head,—Chu Tau	„ 15
„ Heart,—Chu Sum	each 13
„ Kidneys,—Chu Yiu	„ 9
„ Liver,—Chu Con	lb. 30
Pork Chop,—Chu Pai Kwat	„ 20
„ Corned,—Ham Chu Yuk	„ 20
„ Leg,—Chu Pei	„ 24
„ Fat or Lard,—Chu Yau	„ 15
Sheep Head and Feet,—Yeung Tau Kark	set 50
„ Heart,—Yeung Sum	each 6
„ Kidneys,—Yeung Yiu	„ 0
„ Liver,—Yeung Con	„ 24
Sucking Pigs, To Order,—Chu Chai	„ 22
Suet, Beef,—Sang Ngau Yau	„ 20
„ Mutton,—Sang Yeung Yau	„ 22
„ Veal,—Ngau Chai Yuk	„ 20
„ Sausages,—Ngau Chai Chaung	„ 20

## POULTRY.

Poultry	Price
Chicken,—Kai Chai	lb. 30
Capons, Large, Small,—Sin Kai	„ 30
Ducks,—Ap	„ 30
Doves,—Fan Kau	each 24
Eggs, Hen,—Kai Tan	per doz 24
Fowls, Canton,—Kai	lb. 33
„ Hainan,—Hoi Nam Kai	„ 28
Geese,—Ngai	„ 25
Geese, Wild,—Shang-ho Yea Ngai	pair —
Musk Deer,—Wong Kang	each —
Hare, Shanghai,—Tu Chai	„ —
Partridge,—Che Khoo	„ —
Phasant,—Shan Kai	pair \$1
Pigeons, Canton,—Pak Kup	each 30
„ Hoihow,—Hoi How Pak Kup	„ 25
Quail,—Um Chun	„ 20
Rice Birds,—Wo Fa Cheul	dozen —
Snipe,—Sa Choy	each 20
Turkeys, Cook,—Phor Kai Kung	lb. 51
„ Hen,—Na	„ 05
Wild Ducks, 8'hai,—Shang hoi Sui Ap	„ —
Teal,—Sui Ap Chai	„ —
Wild Ducks Canton,—Sang-Shing Sui Ap	„ —

## FISH.

Fish	Price
Barbel,—Ka Yu	lb. 9
Bream,—Bin Yu	„ 10
Canton Fresh Water Fish,—Hoi Sin Yu	„ 12
Carp,—Li Yu	„ 18
Catfish,—Chik Yu	„ 18
Codfish,—Man Yu	„ 18
Crabs,—Hoi	„ 20
Crabs, Fish,—Muk Yu	„ 15
Dab,—Sa Mang Yu	„ 14
Dace,—Wong Mei Lun	„ 11
Dog Fish,—Tit Tu Sa	„ 8
Eels, Congor,—Hoi Manu	„ 15
„ Fresh water,—Tam Sin Yu	„ 16
Eels, Yellow,—Wong Sin	„ 23
Frogs,—Tien Kai	„ 32
Garoupa,—Sek Pan	„ 52
Gudgeon,—Pak Kup Yu	„ 12
Herrings,—Tao Pak	„ 20
Halibut,—Cheung Kwan Kup	„ 28
Labrus,—Wong Fa Yu	„ 16
Loach,—Wu Yu	„ 28
Lobsters,—Lung Ha	„ 20
Macarel,—Chi Yu	„ 24
Milk Fish,—Mong Yu	„ 28
Mullet,—Chai Yu	„ 15
Oysters,—Sang Hoo	„ 20
Parrotfish,—Kai Kung Yu	„ 18
Perch,—Tau Loo	„ 15
Pike,—Fa Paw Poong	„ 8
Plaice,—Pan Yu	„ 18
Pomfret,—Black,—Hak Chong	„ 22
Pomfret,—White,—Pak Chong	„ 28
Prawn,—Ming Ha	„ 52
Ray,—Pai Pa Sa	„ 8
Rock Fish,—Sek Ka Kung	„ 15
Salmon,—Ming Yu	„ 4

## 肉食

Meat	Price
Shark,—Sa Yu	„ 9
Skate,—Po Yu	„ 10
Snapper,—Lap Yu	„ 24
Soles,—Tat Sa Yu	„ 18
Tench,—Wan Yu	„ 18
Turbot,—Cho Hoi Yu	„ 20
Turtles, small, fresh water,—Kork Yu	„ 57
White Bat,—Ngau Yu Chai	„ —

## FRUITS

FRUITS		菓子	
		Ots.	
Almonds,—Hung Yau	... ..	lb. 25	杏仁
Apples (California)—Kum San Ping Kho	... ..	" 15	金生苹果
" (Chofco)—Tin Chun Ping Kho	... ..	" "	天津苹果
" Small,—Hoi Tong	... ..	" "	海棠
" Custard,—Fân Lai Chi	... ..	each	番枝
Bananas, fragrant, Canton,—San Shing Heung Chiu	lb. 4		城香蕉
(brides), Mono,—San Heung Chiu	... ..		山有蕉
Chlostruts, Chinese,—Foong Lut	... ..	" 15	鳳梨
Carambola,—Yeung Tuo	... ..	" "	楊桃
Cocoanuts,—Yeh Tso	... ..	each 12	椰子
Lemons, China,—Ning Moong	... ..	" 10	檸檬
" America,—Kum San Ning Moon	... ..	" 6	金山檸檬
Lichoes Dried,—Lai Chi, small Stone	... ..	b 25	荔枝乾
" Fresh	... ..	" "	荔枝
Limes, (Saigon)—Sui Kung Ning Moong	... ..	each " 10	西貢
Mango, Manila,—Lai Sung Mong	... ..	" 14	呂宋芒
Mangosteens,—San Chuk Tso	... ..	doz	山竹子
Oranges, (Canton)—Sun-shing Tin Ching	... ..	lb 8	省城甜橙
" Sweet	... ..	" 15	沙梨
Pears, (American)—Kam San Shoot Lay	... ..	" "	金山雪梨
" (Canton), Cooking,—Sa Lay	... ..	" 12	沙梨
Peanuts,—Fa Sang	... ..	" 10	紅
Persimmons Large,—Hung Chio	... ..	" "	本地波羅
Pine-apples, 1st quality,—Poon Ti Paw Law	each	" "	中等波羅
2nd —Chung-tang Paw Law	... ..	" "	大蕉
Plantain,—Tai Cheu	... ..	lb	紅梨
Plums,—Swatow, Hung Lai	... ..	" "	暹羅柚
Pumelo, Siam,—Chim Lo Yau	... ..	each 14	上海柚
" Shanghai,—Lo Kwat	... ..	" "	合桃
Walnuts,—Hop Tuo	... ..	lb 15	合桃
" Green,—Sang Hop Tuo	... ..	" "	生合桃
Water Melon,—(Am.) Kom San Sui Kwa	... ..	each	金山西瓜
(China) Sai Kwa	... ..	" "	西瓜
Grapes,—Sung Po Tai Tso	... ..	lb	生葡萄

## COMMERCIAL.

## Industrial Requirements of New China.

The increased demand for European clothing in China, in consequence of the change in fashion amongst the intelligent Chinese in favour of European styles, has made itself plainly felt in the Russian clothing trade, particularly in the goods called ready-made. The change has become very manifest in the town of Kharbin. But the fashion is extending further. Kharbin traders are taking the goods further south and they have already done business in European clothing in the towns of Kunming, Tientsin and Liaoyang.

There is also all in Southern Manchuria; that is to say, within the sphere of Japanese influence. This, however, need not discourage traders in European clothes, for in this class of business the Japanese have made very little progress. Besides, such goods as the Japanese do make in this class are too light of material for the Manchurian climate.

In the leather boot trade there is practically no competition to be found with the Russian boots, which goods are spreading far south, and will doubtless obtain a good hold in the Central Provinces of China. The Russo-Japanese railway convention will facilitate the entry of European goods. It is arranged that the Japanese shall organize a special steamboat service to the Chinese ports from Dairen, to correspond with the combined railway service. — "Financial and Bullionist."

## Slak (Sumatra) Rubber.

Presiding at the meeting of the Sink (Sumatra) Rubber Estates held in London recently, Mr. T. C. Owen said that during the next two years a considerable amount of expenditure would be incurred in connection with the trees which had been planted and in opening up clearings. By the end of next year the company would have 30,000 trees in bearing, with the prospect of a substantial crop of rubber in 1914.

They had suffered severely, like others, from the coffee failure. It appeared impracticable to inter-plant coffee and rubber with success.

The labour supply was good, and the latest report to hand was to the effect that the growth of the trees was most satisfactory. It was proposed to tap 3,000 trees in July, which would yield a moderate amount of rubber by the end of the year.

The sale of half of the property to the Pukan Baroe Rubber Estates had been a great advantage to the company, and by the end of next year it would be interested in two companies to the extent of 10,000 acres.

## The World's Rice Trade.

The rice trade has, during 1911, as the result of the poor harvests in several of the most important producing countries had to contend with serious rises in price. The Japanese crop for 1910-11 was about 10 per cent. under normal. In other Far Eastern countries an average crop was originally estimated, but results showed an over-estimate of 10 per cent. in Burma, 30 per cent. in Siam, 45 per cent. in Saigon and from 25 to 50 per cent. in Java. India for the second year in succession showed a record crop. Japan was an eager buyer to fill her shortage until the new tariff was imposed on July 10. Java's imports of rice increased annually. In 1903 it was 60,000 tons, in 1911 500,000 tons. Prices rose at the beginning of the year from 7/- to 8.1/-, c.i.f. Rangoon, and even more for Siam and Saigon rice. In the summer they rose suddenly and sharply on the reports of drought in further India and Siam and of floods in China. So high were figures that Europe had to give up buying, the more especially as export from Saigon and Java was forbidden in September.

As a result shipments to Europe were 200,000 tons less than in the previous year. For the coming season, prices start high as the result of bad crops in India, Siam and Saigon, as also of the strong demand from Java and China. — Bremen Chamber of Commerce Report.

## To day's Advertisement

## THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong and Whampoa Dock Company, Limited, will be held at the Company's Office, Queen's Buildings, Victoria, Hongkong, on WEDNESDAY, the 14th day of May, 1912, at 12 o'clock noon, when the subject of a resolution which was passed at the Extraordinary General Meeting of the Company held on the 29th April, 1912, will be submitted for confirmation as a special resolution.

That the Articles of Association be altered in manner following:—

1. That the following article be inserted after Article 32, namely 32A.—  
"Scrip fees. 32A. A fee not exceeding \$1 may be charged for every new certificate issued whether consequent on a transfer or on the splitting up of an existing certificate and shall be required by the Directors to be paid before the issue of the new certificate."
2. That the first three and a half lines of Article 46 ending with the word "Company" be struck out and the following words substituted therefor:—

"A General Meeting shall be held every year at such time and place as the Directors may determine. Such meeting shall be called the 'Ordinary Yearly Meeting.'"

3. That the following words be struck out of the following Articles:—  
a. The words "and an Ordinary half yearly meeting" out of line 1 of Article 52;  
b. The words "or half yearly" out of line 4 of Article 52;  
c. The last word of line 8 and the first word of line 9 of Article 52;  
d. The words "and also at every ordinary half yearly meeting" in the line 1 of Article 107;  
e. The word "half" in the line 1 of Article 110;  
f. That the words "the Directors" shall be struck out of line 2 of Article No. 111 and the following words substituted therefor "the Company in General Meeting except that the remuneration of any auditors appointed to fill any casual vacancy may be fixed by the Directors."

By Order of the Board,  
WM. JOLLY,  
Secretary.

Date, the 30th April, 1912. 350

## Notices

## G. H. R.

## NOTICE TO MARINERS.

## HARBOUR MASTER'S DEPARTMENT.

With reference to Government Notification No. 8, 1911, of 10th July, 1911, it is hereby notified that on and after 20th April, 1912, the KAP SING ISLAND LIGHT—a Double Flash White Light visible all round except where masked by MA WAN ISLAND—will be exhibited as follows:—  
1 second light, 1 second obscured, 1 second light, 7 seconds obscured, visible 9 miles.  
During Fog and Heavy Rain a Bell will be struck every 11 seconds.  
The Skeleton Tower, ash and dwellings as well as a patch on Reeks situated Close to the Water under and South-East of the Tower will be Painted White.

C. W. BECKWITH, Comdr; R.N.,  
Harbour Master, etc.  
Hongkong, 26th April, 1912. 1848

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID-UP...\$1,250,000.)

## Loans on Mortgage of House Property

Go to received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

NEW OFFICE OF

TRUSTEE, EXECUTOR OF

WILLIS, ATTORNEY, & Co.,

Undersigned and Executive.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 19th March, 1912. 128

## THE FAMINE IN CHINA.

EIGHT Famine Districts with an area of 30,000 square miles.

TWO and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Trustee, H. C. GULLAND, Esq.,

Manager, International Banking Corporation, Ltd., Shanghai.

Hongkong, 24th Jan., 1912. 111

PAUL CLOUT CHAMPAONE,

Extra Dry

at \$24.00 per case of 3 doz. etc.

FRENCH STORE,

L. Camasse,

4 Queen's Road Central.

## Consignees

## INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## FROM CALCUTTA, PENANG and SINGAPORE.

## THE Company's Steamship

## "HOPSANG"

having arrived from the above Ports.

Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after noon, the 3rd inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.,

General Manager.

Hongkong, 2nd May, 1912. 18

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## The Steamship "LOTHIAN"

## FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Hol's Wharf at Kowloon, whence and/or from the wharf delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 7th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th May, at 2.30 p.m.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,

Agents.

Hongkong, 30th April, 1912. 1842

## FROM EUROPE.

## THE H. A. L. Steamship

## "ANDALUSIA"

Captain A. L. having arrived, Consignees of Cargo are hereby informed, a

that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival hereafter which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 8th inst., at 9.30 a.m.

No Fire Insurance will be effected.

This steamer brings on cargo:—

Ex ss. "Tait" from Noronkopleg.

Ex ss. "Kong Sigwe" from Ch. Ch. Ch. Ch.

Ex ss. "Jelo" from Ch. Ch. Ch. Ch.

Ex ss. "T. H. H. H." from Abus.

"HAMBURG-AMERICA LINE."

Hongkong Office.

Hongkong, 1st May, 1912. 112

## NORDEUTSCHER LLOYD BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "BUELOW"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon TO-DAY, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 8th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th of May, at 9.30 a.m.

All claims must reach us before the 15th of May, 1912, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

NORDEUTSCHER LLOYD BREMEN.

Hongkong, 1st May, 1912. 117

## Banks

## INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philip

Islands and the Republic of Panama.

Head Office: 60, Wall Street, New York.

London Office: 25, Abchurch Lane, E.C. 4.

BRANCHES:

Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve: \$4,000,000.

Assets: \$1,000,000.

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, paid for the year at 4 per cent. or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES MADE.

LETTERS OF CREDIT AND DRAFTS granted on all principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

PURCHASE and Sale of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong.

Hongkong, 22nd March, 1912. 19

## THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORIZED CAPITAL Yea \$4,000,000.

PAID-UP CAPITAL " " 30,000,000.

RESERVE FUND " " 17,500,000.

Head Office.—YOKOHAMA.

Branches and Agencies at

Antung-Hai, Canton, Hankow, Hongkong, Kobe, Lyons, Shanghai, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. 18

## Public Companies

## CHINA TRADERS' INSURANCE CO., LTD.

## NOTICE.

FROM this date and during my absence from the Colony Mr. A. B. ROUSE will act as Secretary of the Company.

By Order of the Board,

O. MONTAGUE EDE, Secretary.

Hongkong, 1st May, 1912. 1816

## UNION INSURANCE SOCIETY OF CANON, LTD.

## NOTICE.

FROM this date and during my absence from the Colony Mr. A. B. ROUSE will act as Secretary of the Society.

By Order of the Board,

O. MONTAGUE EDE, Secretary.

Hongkong, 1st May, 1912. 1317

## THE HONGKONG ELECTRIC CO., LTD.

## NOTICE IS HEREBY GIVEN

that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, 8th George's Building, on SATURDAY, the 4th May, 1912, at 12 o'clock, Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th February, 1912, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 24th April to the 4th May, 1912, both days inclusive.

By Order of the Board of Directors,

GIBB LIVINGSTON & CO., Agents.

Hongkong, 17th April, 1912. 1811

## NOTICE.

## THE PARIS TOILET.

M. B. and Mrs. SOPIESS beg to inform the ladies and gentlemen of Hongkong that they have today taken over in their own name the business of the Paris Toilet Company, Ltd., so long carried on under their management and that they will continue the said business under the new style of The Paris Toilet.

Hongkong, 30th April, 1912. 1841

## NOTICE.

## M. B. WILLIAM GILBERT

WROUGHTER has this day been admitted a partner in our Firm, which will continue to carry on the business of Share and General Brokers as heretofore under the style of "Moxon & Taylor."

MOXON & TAYLOR.

Hongkong, 1st May, 1912. 1846

## Banks

## HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL: \$1,000,000.

RESERVE FUND: \$1,000,000.

ASSETS: \$1,000,000.

LIABILITIES: \$1,000,000.

COURT OF LIAISON:

F. H. Armstrong, Esq.—Chairman.

G. H. Medhurst, Esq.—Deputy Chairman.

G. F. Friedman, Esq.—W. L. Patterson.

G. B. Gubbay, Esq.—Hon. Mr. C. H. Row.

G. R. Laurens, Esq.—H. A. Siebe, Esq.

F. Lieb, Esq.

CHIEF MANAGERS:

Hongkong—N. J. STARR.

Shanghai—H. K. H. H. H.

LONDON BRANCH—L. J. C. C.

AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 3 per cent. or above on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 5 1/2 per cent. per annum.

For 6 months, 6 per cent. per annum.

For 12 months, 6 1/2 per cent. per annum.

N. J. STARR, Chief Manager.

## HONGKONG SAVING BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, Bankers & Co., Ltd., and is carried on under the supervision of the HONGKONG AND SHANGHAI BANKING CORPORATION, Bankers & Co., Ltd.

INTEREST on deposits is allowed at 4 1/2 per cent. per annum.

Depositors may withdraw their deposits at any time at the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, Bankers & Co., Ltd., N. J. STARR, Chief Manager.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

## HEAD OFFICE—LONDON.

PAID-UP CAPITAL: £1,200,000.

RESERVE FUND: £1,800,000.

RESERVE LIABILITY OF PROPRIETORS: £1,200,000.

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

W. M. DICKSON, Manager.

Hongkong, 1st April, 1912. 122

## DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP: Sh. Tael 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:

## SPORT.

## PAST AND COMING EVENTS.

By Xaverian.

No doubt it appears like putting the cart before the horse to deal with forthcoming events before, past ones but at the moment the Boy's Own Club sports are providing the topic of the hour with local athletes. So well they might, judging from the very fine programme with which my friend Ellis has been so good to furnish me.

The H.K.A.A. has not had a meet now for two seasons and the Championships that used to be decided under the auspices of that now dormant body have been transferred to the B. O. C. This fact ought to make the entry list a healthy looking one, but whether it will or not, after what I saw at the V.R.C. meet, is doubtful. I sincerely hope that a better sporting spirit will characterise the competitors than did those at Happy Valley a fortnight ago who placed their names on the cards and then either flunked it or had not sufficient appreciation for the "kudos" of the game they had elected to play and wanted prizes practically guaranteed before taking their marks.

I know one or two good lads who will await the pistol with the eagerness of sportsmen and whose hearts alone will be the means of causing them to defeat more than will defeat them.

## GRAND NATIONAL HERO.

A vivid description of the Race.  
My friend J. Hutton, "Galliard" of the "Sunday Chronicle" who charms readers of turf gossip each week writes of the Grand National as follows:—

Well, the great race is over, and won by a great horse. In my sorrow and surprise—I don't know which is the greater, really—at the downfall of Rithmally, I cannot, and I am sure no one else who saw the race can, repress the natural enthusiasm and pleasure that rises up in me when I think of the magnificent performance of Jerry M. It was stirring to a degree I have rarely experienced to watch Jerry M. throughout the last half of the race, to see him jumping perfectly and easily, yet always hatched by the attentions of the loose horses that would persist in sticking close to him. I think this loose horse was Ballyhackle, but he was a constant source of danger not alone to Jerry M.

By this time only Bloodstone, Jerry M., Axle-pin, Sir Halbert, and Carney were left in the race, and less than a mile from home Bloodstone had taken up the running. Between the last two fences, however, Jerry M. had raced up to him, but Bloodstone again drew away approaching the last fence boring to the left; on to Jerry M. But though Bloodstone landed first over, and visions of a great surprise flashed through the mind, "Jerry" was by no means done with.

**The Thrills of the Finish.**  
Coming round the bend into the finishing straight Piggett asked the great horse his first really serious question, and how nobly did he answer! It was thrilling to a degree to see him stretch out then; his stride seemed to lengthen, he "put his head down to it," and spite of his big weight he galloped past Bloodstone with indomitable courage. He seemed to know that some such magnificent effort as this was expected of him, and as he passed Bloodstone a gradual roar of heartfelt appreciation rose from the thousands who love a good horse, swelling, as he came along the straight, putting more and more daylight between himself and his rival, into an avalanche of wild, honest cheering, mixed with the yelling "skies" of excited Irishmen—and so he passed the post, a gallant and glorious victor, mid such a scene of enthusiasm as was only equalled the day Ambush II, won the race for our revered but unfortunately departed King Edward. Raise your hats, gentlemen, to a great and gallant chaser, who accepted the honours of victory with such becoming modesty that, packed as he was in the midst of a surging, excited, and enthusiastic crowd of admirers in the paddock, he never showed the least annoyance. He is as sweet-tempered a horse as I have ever seen, and when he did

get clear of the pressing attentions of his admirers he walked away to his stable with a swinging, easy gait that must have betokened a sort of self-satisfaction at his own magnificent performance.

**Rithmally's Failure.**  
I wondered, after seeing Rithmally take his first two fences sideways, and then at the third, to the astonishment of all who saw it, land atop of the fence, whether he had not been over-trained, and had gone a bit stale. Yet that cannot be; he looked far from stale when stripped, and seeing how near Bloodstone and Sir Halbert were to the spoils at the finish, and how immensely superior Rithmally proved himself to them in his trials, Mr. Oliver Jones may well think himself unlucky that his horse took off "yards" too soon at that third fence. Rithmally, all being well, will find many friends next year, and so, too, will Ballyhackle, who, as his rider said, was "going like a steam engine" when he pecked and was knocked over at the Axle-pin did nobly for his noble owner, but Carney had had luck, being knocked over by a loose horse four fences from home.

## JAPANESE IN BRAZIL.

The Tokyo Syndicate, organized by Viscount Oura and a few others, to obtain land of some 150,000 chobu, suitable for rice growing, at San Paulo in Brazil, for the purpose of encouraging Japanese farmers to settle there, last spring despatched Mr. Aoyaki Kikuro as representative of the organization for negotiation with the Brazilian Government concerning the project. The latest report from him now states that after repeated negotiations the application of the Syndicate has been sanctioned, and he will accordingly leave for home before long. Upon his return, the syndicate will commence the collection of public contributions towards the immigration fund and take other necessary steps. In this connection experts observe that as the rice fields in Brazil are for the most part swamps, there is some fear that the health of the Japanese immigrants will suffer, accustomed as they are to live in conditions quite different from those in Brazil. They are confident, on the other hand, that as years go on they will easily get acclimatized and all will go well with them. If only properly undertaken, therefore, rice cultivation by Japanese farmers in Brazil will prove a success. —"Singapore Free Press."

## THE EDUCATION OF THE CHINESE BOY.

Writing on the "Training of Chinese Children" in the "Century Magazine," Harriet Monroe says that for centuries most Chinese boys have had three or four years of schooling before going to work at the business of their ancestors; but all that the common people got was memory work by sight and sound. They did not reach the higher grade in which, according to immemorial custom, the teacher began to explain the meaning of words, characters, and references.

Thus most coolies, whose vocabulary is very limited, can read characters a little, but with imperfect comprehension of their meaning. The bright boy is encouraged to go further. Indeed, the ideals of the race have always been for scholarship rather than for war, for mental rather than for physical accomplishment, and the heretofore told to children show ambitious youth arriving at prodigious learning and consequently high office in the State, after many years of incredible labour and self-denial.

Society is still divided into the four ancient classes: scholars from whom all officials are chosen; farmers; artisans and labourers; merchants. Yet it is possible for a clever boy of any class to become a scholar and enter the Government service, and there are many instances of poor parents scrimping and starving to keep a gifted son at his long and severe studies until he can pass the final examinations, become a mandarin, or office-holder, and begin to reward his family.

## POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe. Letters for this route should be subscribed via Siberia.

The Parcel Post system to the following places in China is for the present suspended:—Hankow, Hunan and Tientsin.

## MAILS VIA SIBERIA.

Left	Due
London	Shanghai
April 6th	April 23rd
April 10th	April 26th

## MAILS DUE.

American, Mongolia, 7th inst.  
Siberian, Such on, 5th inst.

## MAILS CLOSE.

Hankow, Hainan and Pakhoi—Per Siam, 4th May, 8 a.m.  
Japan via Kobe—Per Coblentz, 4th May, 9 a.m.  
Hainan and Pakhoi—Per Carl 10 a.m.  
Tientsin—Per Tientsin, 4th May, 4 p.m.  
Shanghai and North China—Per Coblentz, 4th May, 5 p.m.  
Hainan and Pakhoi—Per Hongkong, 4th May, 5 p.m.  
Siam—Per Yunnan, 4th May, 5 p.m.

SHANGHAI and North China (Europe, via Siberia)—Per Lianan, 4th May, 6 p.m.

Swatow—Per Hainan, 5th May, 9 a.m.

Swatow, Amoy and Formosa—Per Dai-mai, 5th May, 9 a.m.  
Japan via Nagasaki, and United States via Seattle—Per Minnesota, 6th May, 11 a.m.

Straits and India via Calcutta—Per Hainan, 6th May, 11 a.m.  
Swatow, Amoy, Formosa and Fuchow—Per Hainan, 7th May, 10 a.m.

Shanghai, Northern China and Japan via Moji, Victoria, B.C. and United States via Tacoma—Per Siam, 7th May, 10 a.m.

Siam, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Letter posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (Late Letters 11:00 a.m. to Noon. Extra Postage 10 cents)—Per Ville de la Cloche, 7th May, 11 a.m.

Shanghai, North China, Japan, Honan, United States, Canada and South America via San Francisco (Europe, via Siberia)—Per Chiyo-maru, 7th May, 11 a.m.

Philippine Islands—Per Tean, 7th May, 8 p.m.

Straits and Ceylon—Per Hitachi-maru, 7th May, 8 p.m.

Fort Bayard and Hainan—Per Siam, 8th May, 8 a.m.

Swatow—Per Hainan, 8th May, 10 a.m.

Japan via Nagasaki—Per Nikko-maru, 8th May, 11 a.m.

Straits and India via Calcutta—Per G. Apsara, 8th May, noon.

Shanghai, North China, and Japan via Kobe—Per Oihawa, 8th May, 3 p.m.

Shanghai and North China—Per Chinlin, 9th May, 3 p.m.

Swatow, Amoy, Formosa and Fuchow—Per Hainan, 10th May, 10 a.m.

Straits and Burma—Per Fatah, 10th May, 11 a.m.

Philippine Islands, Australia, Tasmania and New Zealand—Per Yasaka-maru, 10th May, 11 a.m.

Philippine Islands—Per Zefira, 10th May, 3 p.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. Late Letters 11 a.m. to noon. Extra Postage 10 cents. (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (Late Letters 11:00 a.m. to Noon. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (Late Letters 11:00 a.m. to Noon. Extra Postage 10 cents)

Australia, Tasmania and New Zealand—Per Guthrie, 11th May, 3 p.m.

Japan via Yokohama—Per Fuzuki, 8th May, 11 a.m.

## SHIPPING NEWS.

The H. A. L. s.s. Sachsen left Shanghai on the 2nd inst. a.m., and may be expected here on or about the 5th inst. p.m.

The N. Y. K. s.s. Iyo Maru, European Line, left Singapore for this port on the 2nd inst., and is expected on the 8th inst.

The I. G. M. s.s. Princess Alice which left here on Tuesday, the 2nd ult., arrived at Genoa on Tuesday, the 30th ult. at 11 a.m.

The P. & O. S. N. Co's s.s. Nore is expected to arrive at Penang on the 6th inst., at 7 a.m.

## ARRIVED.

Hongkong, Br. s.s., 789, Cornclissen, 2nd May—Hainan 29th April, Gen.—A. R. Maity.

Hainan, Br. s.s., 641, A. H. Stewart, 3rd May—Swatow 2nd May, Gen.—D. L. & Co.

Coblentz, Br. s.s., 1,399, L. Klugkist, 3rd May—Sydney 10th April, Mail and Gen.—M. & Co.

Eastern, Br. s.s., 2,272, E. B. S. Maikie, 3rd May—Canton 2nd May, 29th Mar., Gen.—G. L. & Co.

Tean, Br. s.s., 1,340, A. W. Outerbridge, 3rd May—Manila 30th April, Gen.—H. & S.

Newchwang, Br. s.s., 558, J. Cogan, 3rd May—Canton 2nd May, Ballast—B. & S.

Hsin Chang, Ch. s.s., 1,258, Hamelin, 3rd May, Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Coblentz, for Kobe.  
Lindholm, for Christmas Islands.  
Haitan, for Swatow.  
Eastern, for Shanghai.  
Signal, for Hainan.  
Carl Diederichsen, for Kiangow.  
Stentor, for Takao.  
Dyvo, for Saigon.  
American, for Kwangchowwan.

## DEPARTED.

May 3.  
Stentor, for Shanghai.  
Haitan, for Fuchow.  
Kwong, for Canton.  
Lindholm, for Canton.  
Hainan, for Shanghai.  
Irene, for Shanghai.  
Phraning, for Hainan.  
Dyvo, for Saigon.  
Lindholm, for Philippine Islands.  
Waiting, for Shanghai.

Passengers Arrived.  
Per s.s. Tean, arrived 2nd May, from Manila:—  
Nash, J. A. Ritterhard, Mr.  
Moore, Mrs. K. J. S.  
C. Rankin A. R.  
On Tong-shi Schramck, E. A. Pri, H. O.

Per s.s. Coblentz, arrived 3rd May, from Sydney, &c.:—  
Beck, J. Hawkey, John  
Baumert, Janoy, W. D.  
Baier, O. Lampertky  
Campos, Mrs. M. de Lehmann, J.  
Durston, J. E. Mayer, Mrs. S.  
Frischer, Mr. & Mrs. Miller, P.  
L. V. Okasi, Mr. & Mrs.  
Henderson, Mrs. R. Ruth, V. A.  
Harrigan, Mr. and Wacchi Mr. T. L.

Passengers Departed.  
Per s.s. Kleist, sailed on 1st May, for Singapore, &c.:—  
Arnold, F. Hook, Dr. & Mrs.  
Arnsworth, D. F. K. Johnson, A.  
Bahr, Mrs. Jourand, Miss E.  
Bahr, Krause  
Bowell, F. M. J. Kai  
Robbott, Mr. & Mrs. Alunger, Mrs. M.  
F. M. A.  
Barnard, Miss Nobis, T.  
Brack, T. Hor, Mrs. C. H.  
Ching Sang, Mr. & Mrs. Rich, Chas.  
Sendor  
Souza, Mrs. F. B. de  
Chan Wong-sa, de  
Mr. and Mrs. Smith, Mrs.  
Chrystal, Miss R. Finger, F.  
Dorbrandt, W. Walker, W. B.  
Donald, J. Weiss, A.  
Gottwald, R. Willis, Mrs. F. S.  
Ganong, T. H. Wall, R.  
Hawkey, O. F. Wong Yen-lun  
Howell, Mrs. D. L. Wong Man  
Howell, Miss

Per s.s. Bulow, sailed on 2nd May, for Shanghai, &c.:—  
Deji, B. D. H. Ling Pak-gin  
Bishop, R. Liao, H.  
Cabrera, Miss T. Lap, Mr.  
Caplan, Mr. & Mrs. Nagel, W.  
Ehrlich, A. S. Olsen, Miss N.  
Kie, Mr. & Mrs. Porter, Miss Mary  
E. L. Miss  
Hickey, W. D. Porto, Miss P. H.  
Hickey, E. P. Pol-rson, H. P.  
H. J. Major Saunders, W. H.  
Jongwall, Dr. K. Schaden  
J. S. Mr. & Mrs.  
Komor, Paul F. de  
Kerfor, J. Schmidt, E.  
Lassus, Mrs. de Wendi, Mr. and  
Long Solom Mrs. J. A.  
Long Wol-hung Warea, Miss E.  
Lamar, R. Yoa

## VESSELS IN PORT.

Carl Diederichsen, Ger. s.s., 774, Ch. Jorgensen, 1st May—Hainan and Hainan 30th April, Gen.—J. & Co.

Chiyu Maru, Jap. s.s., 13,426, W. W. Groono, 2nd April—San Francisco 27th Mar., Mail and Gen.—T. K. K.

Choy Sang, Br. s.s., 1,434, M. Courtney, 2nd May—Canton 1st May, Gen.—J. M. & Co.

Chun Sang, Br. s.s., 1,418, C. P. Matlock, 1st May—Pulu Laut 26th April, Coal—O. S. K.

Daiji Maru, Jap. s.s., 816, Y. Somakawa, 1st May—Tamsui, via Amoy and Swatow 28th April, Gen.—O. S. K.

Devawongse, Ger. s.s., 1,067, E. Gathmann, 1st May—Saigon 27th April Rice—B. & S.

Empress of Japan, Br. s.s., 3,030, S. Robinson, s.s.s., 26th April—Vancouver 2nd and Shanghai 24th April, Mail and Gen.—C. P. R. Co.

Guthrie, Br. s.s., 2,333, F. C. Gambrill, 1st May—Sydney via Manila 28th April, Gen.—B. & S.

Hopsang, Br. s.s., 1,569, J. M. Hay, 1st May—Cebu 14th April, Gen.—J. M. & Co.

Loongmoon, Ger. s.s., 1,245, Von Jiglm, 26th April—Mannar 18th April, Gen.—J. O. J. L.

Lyeemoon, Ger. s.s., 1,296, Helfhof, 30th April—Saigon 26th April, Rice—H. A. L.

Minnesota, Am. s.s., 13,823, T. W. Garlick, 21st April—Seattle 10th Mar., and Manila 18th April, Gen.—N. Y. K.

Nile, Br. s.s., 3,135, Becton, 30th April—San Francisco 3rd April, Gen.—P. M. Co.

Petchaburi, Br. s.s., 1,973, O. Ganev, 25th April—Bangkok 17th April, Rice—B. & S.

Sado Maru, Jap. s.s., 3,860, K. Asakawa, 28th April—Shanghai 17th April, Gen.—N. Y. K.

Samson, Ger. s.s., 998, R. Petersen, 20th April—Saigon 25th April, Rice—N. D. L.

Seang Ben, Br. s.s., 3,070, J. Travis, 26th April—Rangoon 20th April, Gen.—Seang Tai Hong.

Signal, Ger. s.s., 907, P. Chistensen, 1st May—Canton 30th April, Gen.—J. & Co.

Tjilatjap, Dutch s.s., 2,410, E. H. Kroes, 28th April—Hainan and Amoy 26th April, Gen.—J. O. J. L.

Tungus, Nor. s.s., 1,033, C. T. Halversen, 30th April—Saigon 26th April, Rice—S. & Co.

Volute, Br. s.s., 2,995, Wilton, 14th April—Tientsin 7th April, Bulk oil—A. P. & Co.

Yuenwang, Br. s.s., 1,128, P. H. Rolfe, 30th April—Manila 26th April, Gen.—J. M. & Co.

Passengers Departed.  
Per s.s. Ruhl, sailed on 1st May, for Manila, &c.:—  
Abbot, Mr. & Mrs. Lam An-lam  
Abbot, Miss A. Leon Dabao  
Aveni, Mrs. C. G. Lee, P.  
de  
Adriano, Mrs. Lu Chun  
Adao, P. Ly Wing-kwoy  
Boaz, John Maghany, Y.  
Chen Hui-lu McMurtrie, J. H.  
Chien Hin-lu T.  
Cain, C. H. Mill, H. L.  
Chan Cheung Moore, Mrs. Ad-  
Chan Wai-chi miral and Mrs.  
Chan Lu Milml, V.  
Ching Eng Ng Clark  
Ching Kai-ching Ng Ho  
Chan Shes, Mrs. Ng  
Chen Pan Nitzschman, L.  
Cuan Go Ng Fo  
Chen Wong-ho Porterson, H.  
Mrs. Dequay, V.  
Chen Ah-yun Rod iguay, Rev.  
Chen Ah-lin A.  
Chan Yit-kwong Ruml on, Mrs. E.  
Chan Yit-kwong V.  
Cua Chu-oo Sprangli, H. E.  
Cua Ming Folsa, E.  
Daban, N. Smith, Mr. & Mrs.  
Esteron, S. K. F.  
Esteron, Master E. Stuler, Mrs.  
Fong Shue, Mrs. Singh, S.  
Fauote, Miss M. Singli, P.  
Grant, Wardmaster Singh, Sher  
J. Singli, Munia  
Ho Hin Singh, Partap  
Ho Yip Ting Boy  
Ho Wai Ting Chow  
Ho Fao Ting Team  
Fung Ming Ting On  
Homina Tin Long  
Hachi, Uchi Tai Wai-chak  
Halle, E. Hoj Kiu-long  
Jones, Mrs. A. J. Tam Yu-long  
Jong Shue Tam Eng-kong  
Jones, J. M. Turn Shie, Mrs.  
Kwan Chop Tam Yao  
Kolla Lee-lou Uy Sing-die  
Khan, Hassan Cy Sing-long  
Koyang, J. Wong Weng-kee  
Khan, M. Wong Wai  
Khan, H. M. Wong Wai  
Lee Fung Wong Kam-lou  
L. Qao Wong Kam-say

## Mail Steamers

## THE PENINSULAR AND ORIENTAL S. N. CO.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	SVRIA Capt. R. A. Peters	About 8th May.	Freight and Passage
SHANGHAI	DEVANHA Capt. W. R. Hickoy	About 9th May.	Freight and Passage
LONDON, via USUAL PORTS OF CALL	ORIENTAL Capt. A. L. Valen int.	Noon, 11th May.	
LONDON & ANTWERP, ST. PETERSBURG, PENANG, CANTON, PORT SAID AND MARSEILLES	PALAWAN Capt. C. R. Longden, n.s.c.	About 16th May.	Freight and Passage

For further particulars, apply to  
P. & O. S. N. Co's office,  
Hongkong, 1st May, 1912.  
E. A. HEWETT,  
Superintendent.

## NORDDEUTSCHER LLOYD BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	PRINZ LUDWIG 18,310 Capt. F. V. Hinzler	WED'DAY, 16th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	GOEBEN 17,300 Capt. A. Ahlborn	THU'SDAY, 16th May.
YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	COBLENZ 6,750 Capt. L. Klugkist	SATURDAY, 13th May, at 9 a.m.
KOBE	COBLENZ 6,750 Capt. L. Klugkist	FRIDAY, 18th May.
RUDAT & SANDAKAN	BORNEO 6,750 Capt. F. Simbill	Middle of May.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

## NORDDEUTSCHER LLOYD MELCHERS &amp; CO., GENERAL AGENTS, HONGKONG AND CHINA.

Hongkong, 2nd May, 1912.

## DOUGLAS STEAMSHIP CO., LD.

## Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN, (Occupying 9 to 10 days.)

STEAMSHIPS. CAPTAIN. LEAVING.  
Hainan ... | W. C. Parsons ... | FRIDAY, 10th May, at 11 a.m.  
Hainan ... | J. W. Evans ... | TUESDAY, 7th May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days).  
Hainan ... | A. H. Stewart ... | WEDNESDAY, 8th May, at 11 a.m.

Steamers will arrive at, and depart from, the Co.'s Wharf near Bl. de Per. For Freight and Passage, apply to

Douglas, Lapraik & Co., General Managers.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LIMITED.

## Mail Service to Australia.

## MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN	3rd May	25th May
EMPIRE	5th May	27th May
ST. ALBANS	28th June	30th June

The above Steamers are fitted with Refrigerating Machinery, ensuring plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to  
Gibb, Livingston & Co., Agents.

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Des Vaux Road Central, in the City of Hongkong.